



FOGLAMP

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AMT

John Easson Award



www.2300club.org



2300 Club member Paul Tattersall in action in Monte Carlo

We trust you enjoyed the previous newsletter. Some items you will see more comprehensively covered on our website 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 to be included on the circulation list.

Best wishes

2300 Club

www.facebook.com/2300club

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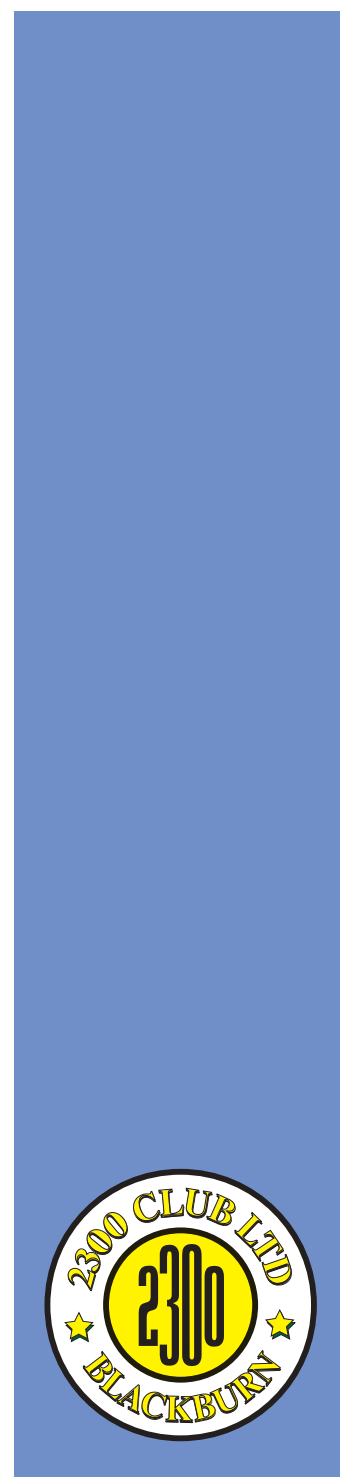
News from Scotland

Ron Cowan

Motorsport in Scotland got up to a good start in 2024 with all scheduled events except the Snowman Rally in the Inverness area going ahead as planned. The Snowman was originally scheduled to run on Saturday 3rd. March but several last minute problems with the proposed route, and a new agreement with the landowners having to be put in place caused insurmountable difficulties for the event to be run on the proposed date but it has now been scheduled to be held on Saturday 19th. October meaning that I will not be able to attend as a radio controller because it now clashes with the 2300 Club's Andy Mort Tour based in West Bradford.



All rallies in Scotland appear to have concerns about attracting the necessary number of marshals and radio operators in good time. No rallies have had to be cancelled but it is a headache which the organisers could well do without. As we need to prepare well in advance, including having to submit the safety plan, operations manual, set up documents and road book to the Safety Delegate or MSUK Steward as appropriate, not having confirmation of marshal numbers until a few days before the event is a problem.



I have been involved in researching what insurances are available for official cars in motorsport events. There appears to be a shortage of underwriters willing to quote for all aspects of motorsport insurance. Insurance for competitors appears to be generally available, but the current 'black hole' is finding a company which is prepared to cover comprehensive insurance for official cars on open road sections of the route. There are two main insurance brokers used by MSUK and the situation appears to be changing with both companies offering cover at times and at other times saying that they cannot get an underwriter to cover the risk. This is a major problem for organisers of multi-venue events which use official, safety and intermediate cars.

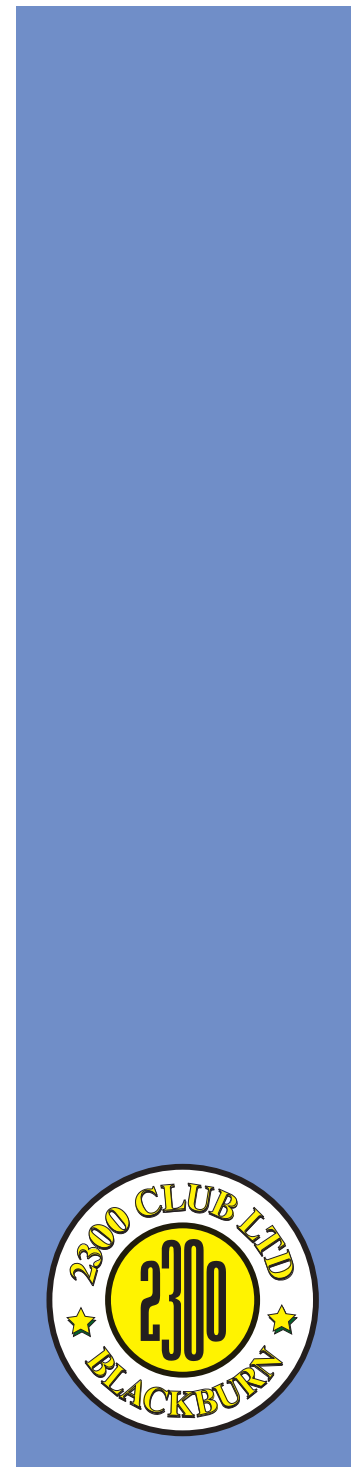


While comprehensive cover for the stages can usually be obtained, it appears that neither company can offer competitive cover on all occasions although 3rd. party cover can be put in place through MSUK. A member's insurance company usually excludes use for motorsport although there can be exceptions. MSUK is holding regular meetings with its two insurance brokers to try to reach a satisfactory conclusion to the problem and I'm told that there is hopefully light at the end of the (very long) tunnel.



There is also a possibility that in the future motorsport insurance may be available to MSUK members for their own vehicles. Hopefully I might have some news about this in the next edition of Foglight. Whilst on the subject of insurance, members should note that their own insurance does not normally provide cover as soon as they go off public roads on to stages, circuits, etc. in fact anywhere that there is no vehicular access to the general public. Third party cover may be available under cover arranged through MSUK.

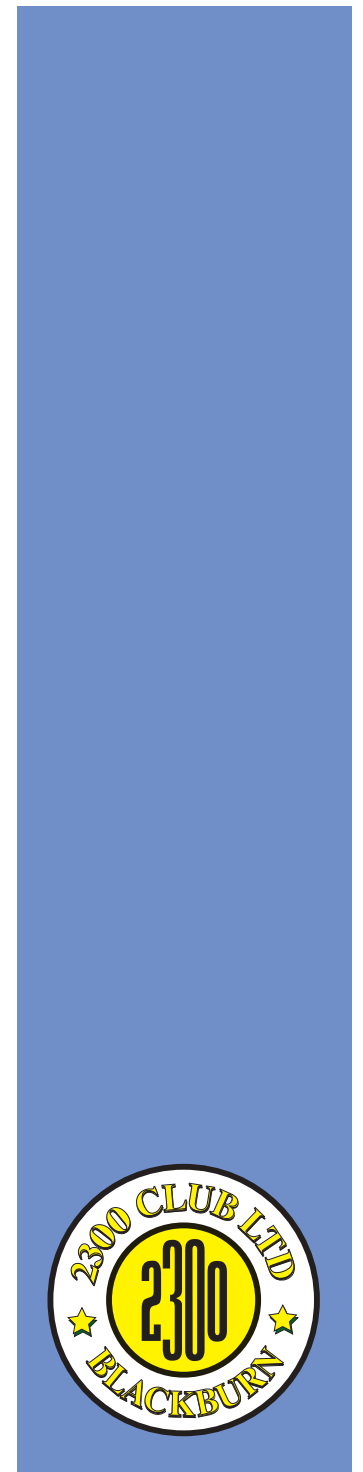
So far my programme in 2024 has been fairly full as I provided safety cover for the service and spectator areas of the Grant Construction Knockhill Stages on Sunday 18th. February.



I then went over to Mull for the Mull Classic Rally on Saturday 9th. March. It was run as a Targa Event and fortunately the weather was generally kind to us. My positions were both in the Fishnish Forest.

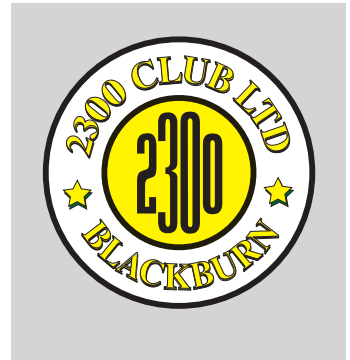


Cliff Simmons, Tony Driver, Graham Ryding and I crewed car 000 on the North West Stages on Saturday 23rd. March. We kept good time despite having to stop on many occasions to 'offer advice' to spectators. It was a great day out in the country although we (slightly) sympathised with our 2300 Club colleagues who were marshalling out in the cold.

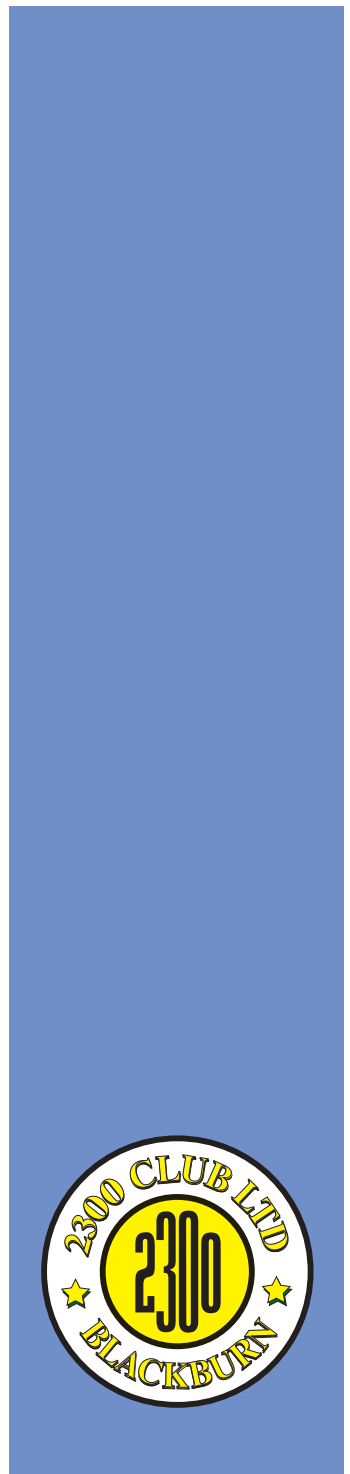


I was a photographer on the RSAC (Motorsport) Spring Run on Sunday 7 April. There were two routes and entrants could select which one they





Together with Garry Headridge, I was a radio controller on the Speyside Stages on Saturday 20th. April in the Moray area of northern Scotland. We had three stages to look after, two of which were running simultaneously. We were kept busy, with several cars off on all the stages but good liaison with Rally Control and efficient action by the medics, rescue and recovery crews ensured that there were no extensive delays on our stages.



My next event is the two day Cross Country Scottish Summer Hill Rally based at Thirlestane Castle in Lauder on 1st. and 2nd. June

The North West Stages 2024

Quite a number of 2300 Club members helped out on this year's Legend Fires North West Stages Rally. In many different forms from Marshalling to Deputy Clerk of Course. The Garstang based event took place on March the 19th and the following article tells you all about it.



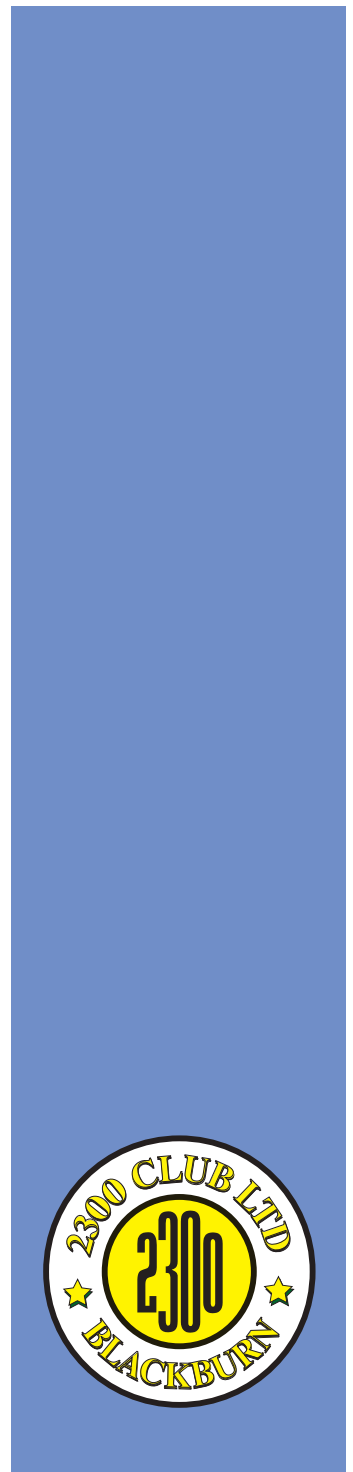
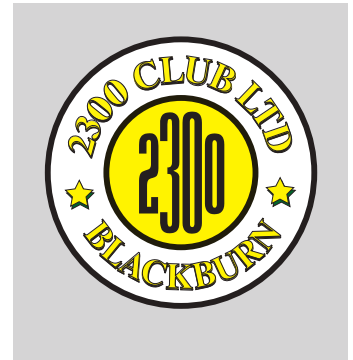
View from the 000 safety car LFNWS

As the front running cars pulled into the finish on Booths Garstang car park the joy on all the crew's faces was plain to see. None more so than Chris Ingram and his American Co-driver Alex Kuhirani who had just taken the overall win and with it the lead in the Probite British Rally Championship.



This was a stark contrast to the look of panic and disarray on crew's faces at the in-control at service just hours earlier. The front running crews had completed just three of the five morning stages and we really feel for the back running crews who had not even covered any competitive mileage at all. Not quite what they had signed up for.

Given the hype on social media leading up to this event possibly due to its new BRC status and ITV coverage was like nothing I've seen for a long time. Understandably the morning's loop hadn't quite lived up to expectations for many, including the organisers!

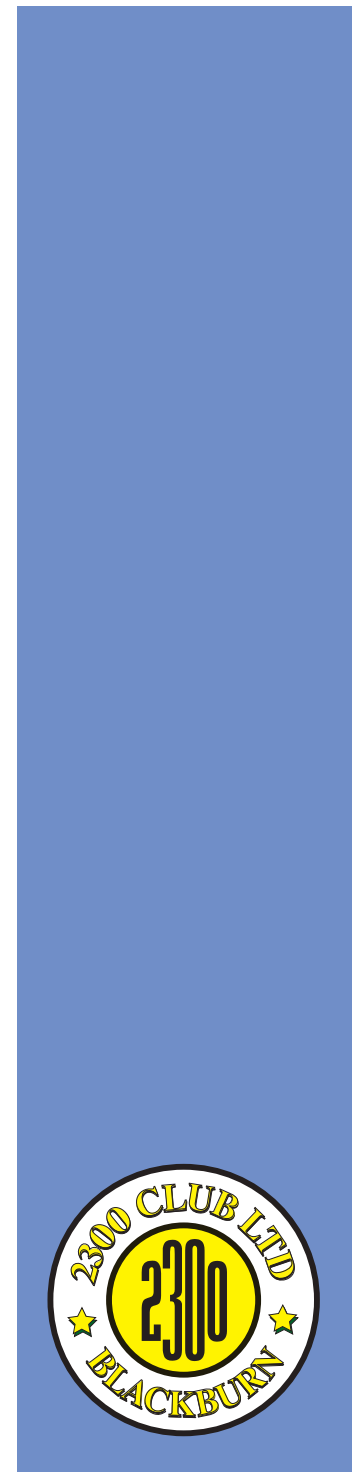


There had been three different incidents holding up all three of the first stages including medical emergencies, with time and resources lost the organisers had to take the very tough decision to cancel stages four and five and bring everyone back to service. It was only then when the first cars arrived in service that a new time schedule was quickly being formulated. Then re-group and go out again on thirty second starts.



From our 000 safety car out on the stages checking stage setup, marshals and spectator locations. We didn't know about the disruption behind us. It was quite a different story from our car. The stages were all set up correctly with marshals all in place. A credit to the stage commanders and their teams.

Spectators were also well placed and well behaved even though some had been there all day and not seen a car driven in anger yet. And should be commended for sticking with it as the afternoon action was a thriller. Their charitable donations will go to some very good causes.



It must be said a huge thankyou to the biggest heroes of the event were the marshals, and many like our 2300 Club team in their wet and windy Hawthornthwaite positions hadn't seen any competition at all in eight hours on duty. But when finally the sharp end of the rally arrived it was all worth it! " And how they laughed" said 2300 Club Chairman Neil Molyneux.

Wow! What an afternoon!

The now wet and muddy technical stages provided the challenge the competitors and spectators were looking for. Ingram needed to go hard and careful to hold on to his lead from the morning. But these world class stages would take their toll on his nearest challenger, Osian Pryce who retired his Fiesta with a mechanical issue. Others lost time with punctures. Even the headline sponsor Legend Fires own John Stone falling foul of the slippy stages retiring off the road in a ditch. The young ace Max McRae suffering the same fate.



2300 Club's own John Cope driving car 0 didn't finish. Retiring with brake failure. "The stages were really slippery even in the morning when it was dry with damp patches," Said John. And went on to say "The second pass through the stage was difficult, now wet with lots of mud pulled out from the first run. Stage 3 - Crossgill was my favourite, a proper technical stage".



Any rally is not immune to hold ups or stage cancellations, even WRC events. That's rallying! But the very thing that makes our Lancashire stages so special, fast, technical and their very unforgiving nature is also their downfall. The many superb YouTube videos demonstrate this, tree's on one side Stone walls on the other, with a slippery undulating surface in-between. Commanding plenty of respect and leaving drivers wanting more.



Even though, warm and dry on the day, 2300 Club member Clive Molyneux had one of the toughest jobs on the day, as Deputy Clerk of the Course. It was the CofC team that had to make the difficult decisions on the running of the rally. After eighteen months of nights and weekends working to produce this route as volunteers, cancelling stages must have felt like losing a finger to save the hand. A fantastic job to turn this around like they did. The team should be applauded for their sterling work to deliver a thrilling afternoon's rallying in our own backyard, after a morning everyone wanted to forget. A team with less experience may not have achieved that.

Clive being interviewed by Kevin Furber



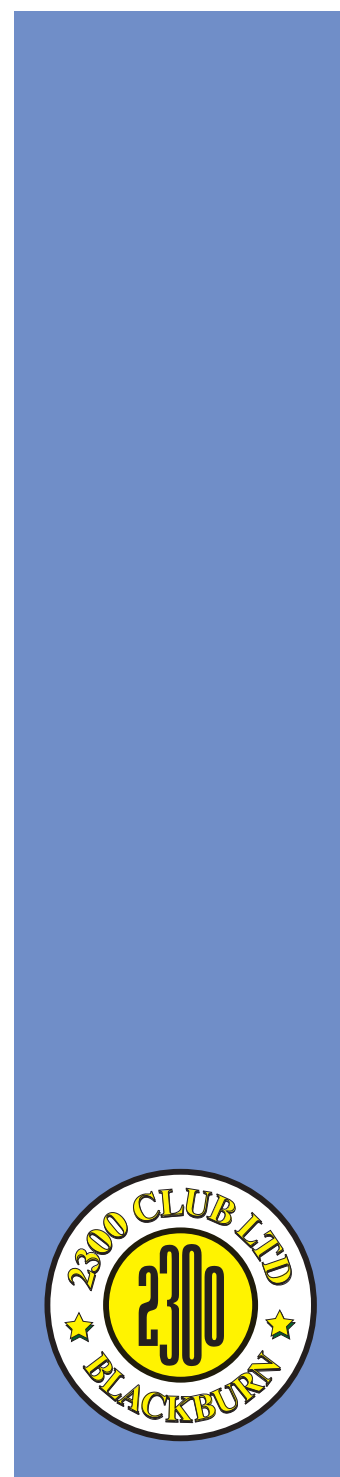
Congratulations to our 2013 John Easson Award Winner Chris Ingram and co-driver Alex Kihurani who had taken victory by around half a minute over their competition. Chris said "Today was a bit messy. This is such a great rally. The first two stages did the job. Then I just had to manage it".



Following the hype on social media before the event, there has been some negativity in the comments after the event. To the naysayers I would say "when this event runs again you will be very welcome as volunteers, you will get your say. You might even learn something. But you never know you might even enjoy it! We did!".

We look forward to the coverage on ITV4 and ITX on Tuesday the 2nd of April at 17.45

Words by Graham 'Flint' Ryding



Honorary Membership awarded to John Fife

THE legendary Scottish rally journalist John Fife has been bestowed with an honorary lifetime membership of the 2300 Club.

Better known to everyone as Jaggy Bunnet, John travelled from his home in Lanarkshire to attend the club's AGM, where he accepted the award from chairman Neil Molyneux and the committee.

The award was made in recognition of his fabled Mull Murmurs, the on-event newsletter that contained all the latest news about the Tour of Mull – as it happened.

“Mull Murmurs was as much a part of the Tour of Mull as the rally itself,” said Neil.

“The incredible detail of the hour-by-hour reports brought rally reporting to a new art form. It had never been done before or since. In appreciation of John's amazing efforts, we are delighted that he has accepted the honorary membership of the 2300 Club.”



Memories of Mull Murmurs

Mull Murmurs

Meeting up with our auld pal 'Jaggy' (John Fife) at our April meeting, and subsequently reading his new book 'Murmurs on Mull' brought back lots of memories from a fantastic period in our lives. And makes me realise we were all lucky to have it!

My early memories of John we're before I was involved in the 2300 Club. Back then I was an enthusiastic spectator who enjoyed stage starts and finishes even the Service park. This is where you would come across Jaggy interviewing drivers and navigators. Later we would be walking into a stage and find John bashing on his typewriter sat in his car in the dark. Sometimes he would frantically winding the handle of his duplicating machine. Slowly the news would come off the press and was ready for distribution.

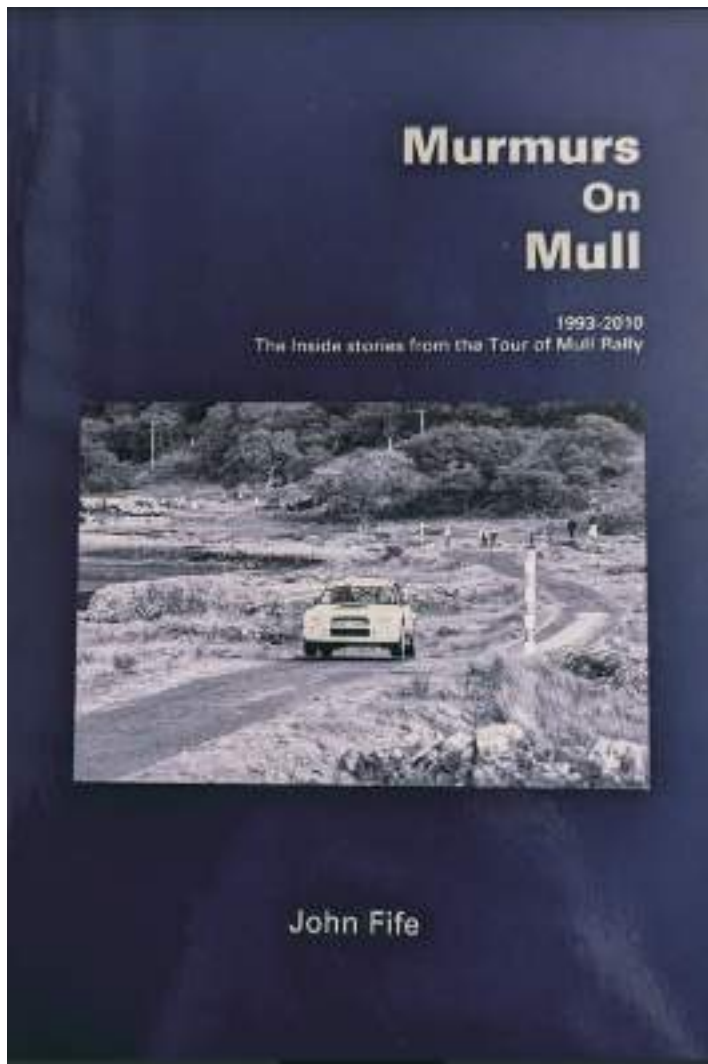
As a spectator mid-stage we would be blinded by the spot lamps of the safety cars, and be very surprised when one stopped. Our eyes still welded shut from the bright light we heard the words "Mull Murmurs"! We would scabble to the car and grab few sheets of A4, and these would be passed around the spectators. On these sheets were the latest news of the rally, who was leading and by how much, also who had gone out. This was very welcome to all spectators who were literally in the dark for rally info. As an avid rally spectator on many events this was a service I hadn't seen before. A very welcome innovation with humour too!



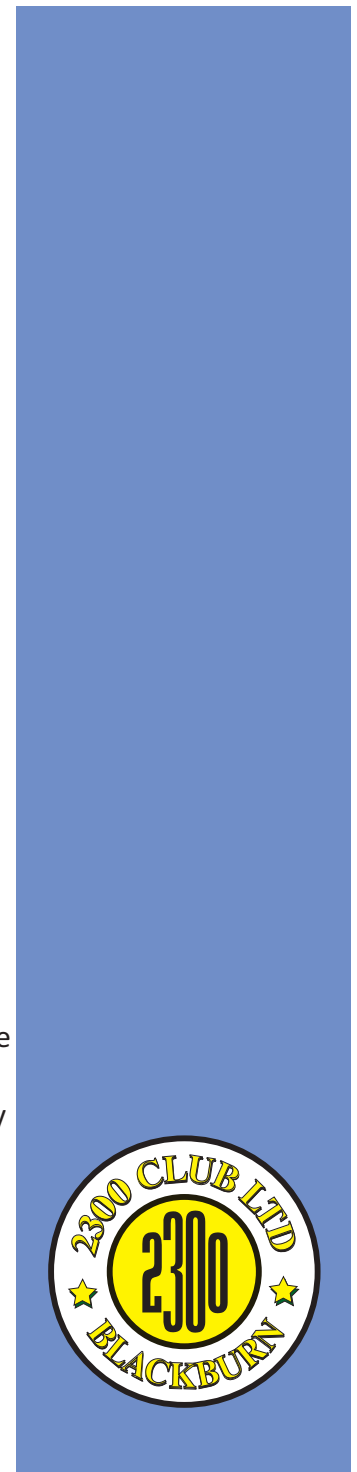
Later I became a member of the equipment team and like many other club members our team leader Cliff Simmons had to wear a different hat during the event when he would become the printing queen. John would get Cliff a copy of the latest Murmur and Cliff would print hundreds of copies ready for distribution. I remember Cliff coming home to sleep in the early morning long after the last competitor had gone to bed. But Cliff couldn't sleep because He'd been drinking energy drinks to keep him going. I did always wonder how we used an entire pallet of paper during the event.



I also remember the distribution of the Murmurs having been asked to deliver them to the pubs and cafes. I did think to myself at the time how am i going to get rid of this pile of murmurs. I would walk in to the bar shout "Mull Murmurs!!!!" and they would be gone before I could put them on the bar. They were popular!



The look on Tony Driver's (equipment team member) face was a picture when he arrived back from a distribution run with 'Bulletin' Bill Sturrock. Tony had been ask to help Bill with the distribution of the Murmurs around the rally route. They had to move quickly around the rally route and the quicker they got round they would be back just in time for the next instalment. Tony didn't know of Bills reputation for scaring his passangers. When he strapped himself into the ex-M Sport Focus recce car. Bill would go into the stages after the roads were closed and was free to use all of the road and that he did, and some. Tony had never been at those speeds on these roads let alone with ditch hooking. Yes Bill is a great driver but Tony hadn't experienced anything like it and pulling up at Aros 33x to have a quick chat with Ian Grindrod Tony was white as a sheet. Ian surprised to see Tony said "Are you mad getting in with Bill?"

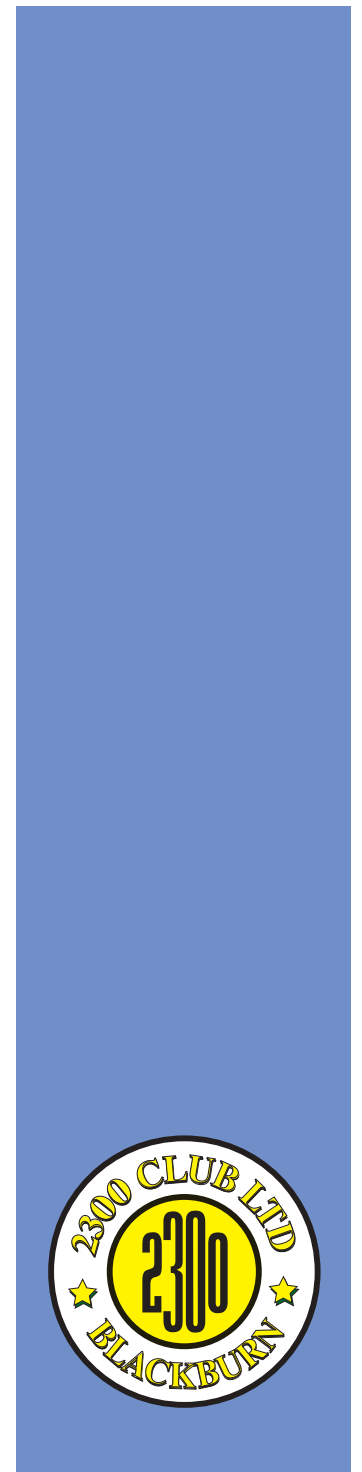


At the time Mull Murmurs was a fantastic and very helpful service engaging fans and informing families of competitors and with great humour. But with the passage of time looking back Mull Murmurs was much more than that. It was something very special which connected us all. And I am glad John has put it all into a book which documents the Tour of Mull. Reminding us of the great times we all had during that period. Thanks John!

Graham 'Flint' Ryding



The grinning potential purchaser flourished what looked like a cherished slip of paper dug out from the deepest recesses of a well worn wallet. He had obviously learned his craft of solemn thriftiness from a certain very well known rally driver in the past! Getting him to part with cash has been as easy as extracting a stripped nut from a wheel stud.

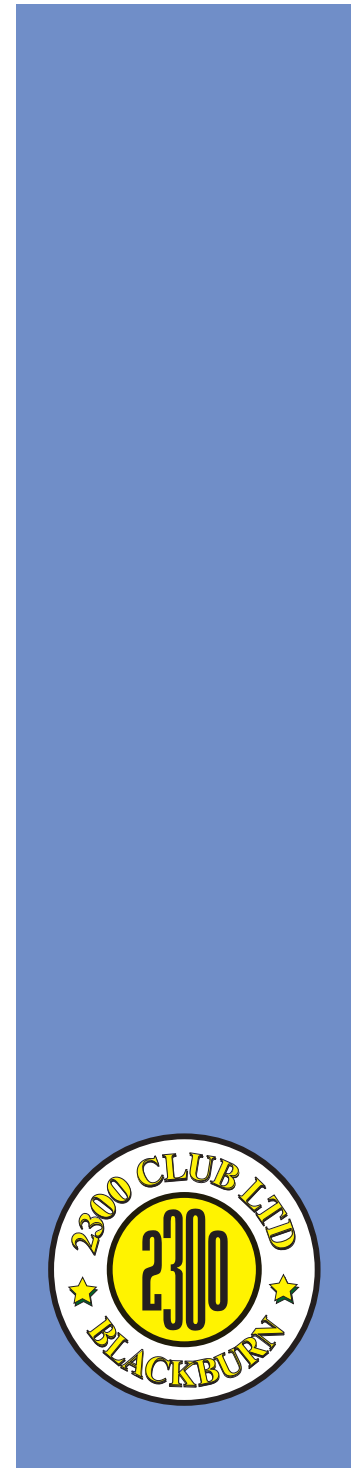


The John Easson Award

The 2300 Club's John Easson Award winner Emily Easton-Page has got her 2024 season off to a flying start with three finishes from the opening three rounds.

Emily, who was re-selected for a second year with the Motorsport UK Academy, is contesting the BTRDA Rally Championship sitting alongside Liam Clark, from Keighley, in his Fiesta Rally 2.

First up was the Malcolm Wilson Rally in March, where they made an impressive start on the Friday night stages to finish 14th overnight, before a great run on the Saturday leg saw them claim 11th overall.



It was back into the forests in April for the Rallynuts Stages Rally, where the pair were seeded 25th out of 170 starters.

Ahead of them were some tricky and technical stages in Myherin and Hafren, which combined with heavy fog made their 16th overall, fifth in class and 8th BTRDA crew a very impressive result.



But last weekend's Border Counties Rally really showed what a formidable combination Emily and Liam are likely to be, when they claimed a superb third overall and third BTRDA crew.

We look forward to following their progress throughout the 2024 BTRDA season. The next round is the Kielder Forest Rally on June 15.

Photographs courtesy of



JCCB Rally Photography



The Andy Mort Tour

The 2300 Club of Blackburn is pleased to announce that the 2024 Andy Mort Tour will take place on Saturday, October 19th

The regulations and online entry form will go live on the club website, www.230club.org in August.



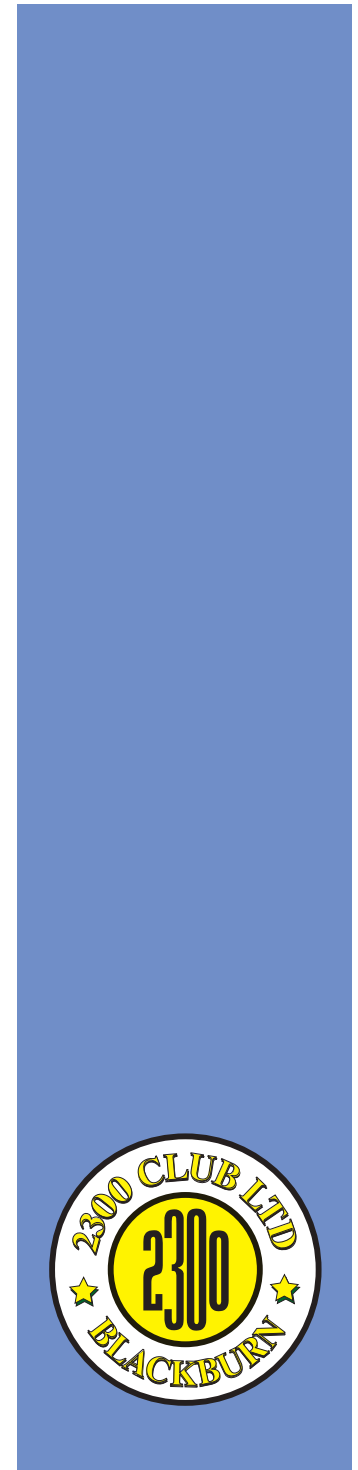
Once again, the organising team led by Walter Bateson and Cliff Simmons have devised a route that takes in some old favourites, together with some lanes that are less familiar.

The route has been approved by Motorsport UK's regional RLO (route liaison officer) and a provisional road book produced, which means that the task of route checking can start next month.



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 9am.



The lunch halt is at Bridge House Farm Tearooms, at Wray, where refreshments will be served.

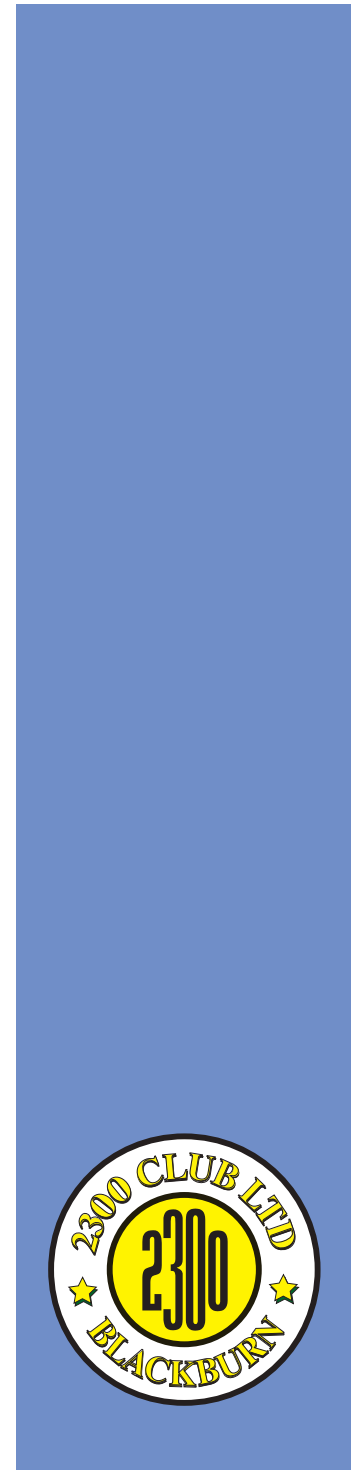


And a signature feature of the Andy Mort Tour, the 'fun test' is back again, ready to entertain crews (and spectators!) before the finish back at West Bradford, where a potato pie supper and prizegiving ceremony awaits.

"The Andy Mort Tour is acknowledged to be one of the best Tours around, which is reflected in its popularity. The entry list was three-quarters full after 24 hours of going live, so we are expecting another sell-out," said club chairman Neil Molyneux.



Entry fee for the 2023 Andy Mort Tour is £75 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.



Tattersall's Corset

2300 Club's Paul Tattersall's 2023 fantastic historic F1 season came to an end at the last race of the season in October over in Europe after races in Australia, and home at Silverstone. An abrupt disappointing end! It was Friday the 27th of October around 9.30 am to be exact. When Paul's Ensign slammed into the armco barrier backwards at 70mph at the Portimao circuit in the Algarve during a practice lap.



It wasn't just dented pride this time. The 1970s safety technology took its toll on Paul as you can imagine. He spent the rest of the day in hospital. That evening on his release Paul messaged our Chairman Neil Molyneux explaining the accident and the fact that he had hurt his back "I'm having to wear a bloody corset Mol, it's not black and it's not frilly!" Well at least Paul still had his sense of humour. As it turns out he was a very lucky man and on the road to recovery. Unfortunately the car didn't fare just as well.



Paul said at the time "to this day I still don't know how or why it happened. But it is very disappointing."

With the very nature of the layout of an F1 car the damage to the rear end of the car happens to be the expensive end and started with the rear wing then the gearbox casing smashed, suspension uprights destroyed, a side pod badly damaged. Then there was that precious DFV engine which had just been rebuilt at the start of the season. Was it still intact after such a shunt?



With a future goal in mind set in May 2024 Paul and the Team at The University of Bolton would have their work cut out to rebuild the car at all. Let alone have it ready and tested for the Grand Prix de Monaco Historique by the end of April.

By early April the driver was deemed fighting fit, medical passed. Race licence issued. Great news! Entry for The Grand Prix de Monaco Historique had also been accepted. No pressure then for the Bolton Team!



Paul was in no doubt of the team's ability to have the car complete in time. "The team at Bolton led by Pete Thundercliffe have done a wonderful job" said Paul at the end of April.

"Many parts have been remanufactured, including the rear uprights, side pod and rear wing just to name a few." remarked Paul and went on to explain that the rear wing profile has been very difficult to recreate" lots of people say they can do it" said Paul "you can imagine."



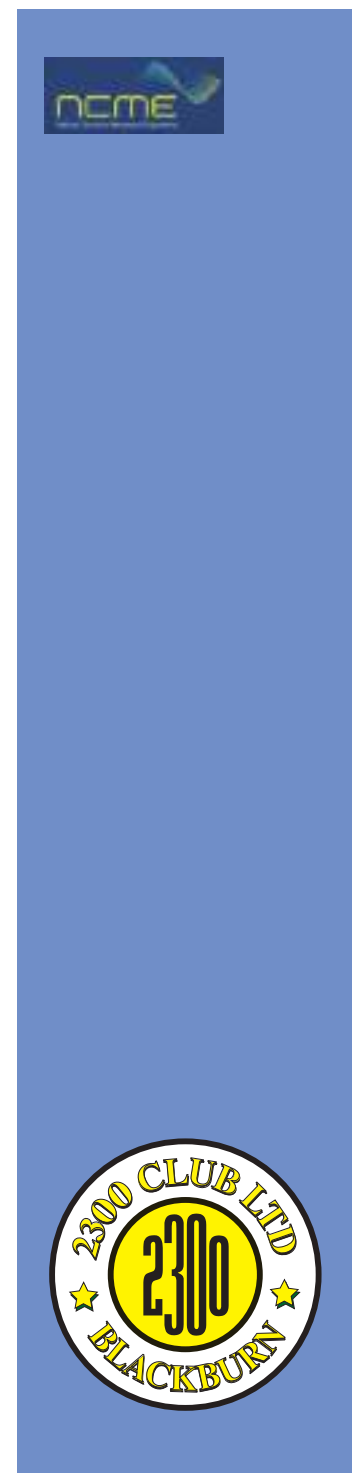
The engine was stripped and thoroughly checked by Paul's engine man in London and thankfully no damage was found.

A new gearbox casing completed the rebuild.

An on-track test in late April confirmed the car and driver were ready.

All Paul had to do now was pack up all of the race gear ready for the trip south in early May.

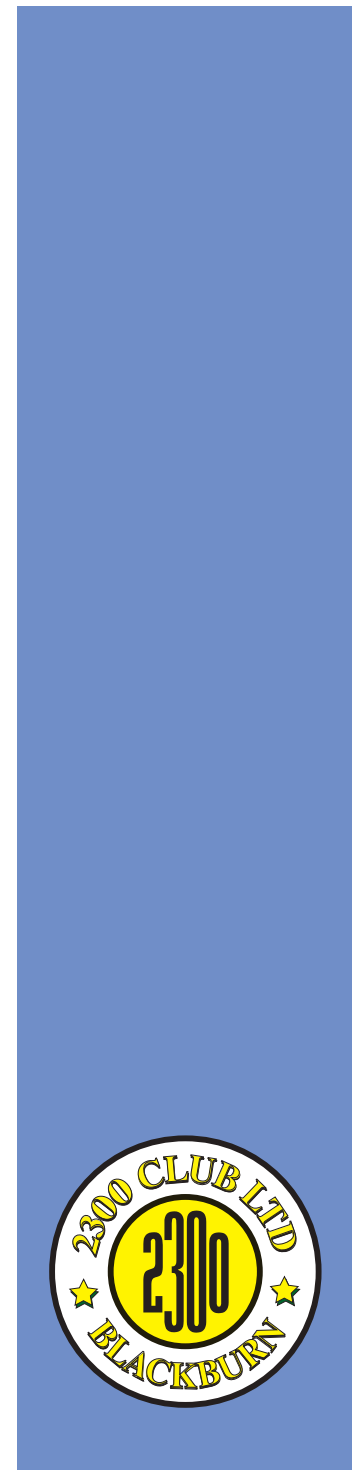
The Grand Prix de Monaco takes place on the 10th to the 12th of May where Paul has unfinished business having crashed out in 2022. Again this year Paul will be competing in Race F in the 1979 Ensign N179 Paul is planning on finishing this time. We wish Paul and the team at The University of Bolton the very best of Luck. For some of these students it will be their first time spanning on a race event. "They do appreciate just how special it will be, to be in Monaco for F1" said Paul.



Monaco 2024

“That was a race I won't forget in a hurry!” said Paul when he arrived home from the Grand Prix de Monaco Historique.

2300 Club's Paul Tattersall arrived in Monaco on the Wednesday before the prestigious Monaco Event and proceeded to set up the pit garage with all essentials ahead of the team arriving from the University of Bolton. Led by Pete Thundercliffe with four of his students Ella, Angelo, Adrian and Mo, the University team has been formed to look after Paul's car in the events Paul will be competing in around Europe this season. “For some of these students it's their first time working at an event – but what an incredible experience for them to start with” Paul commented.

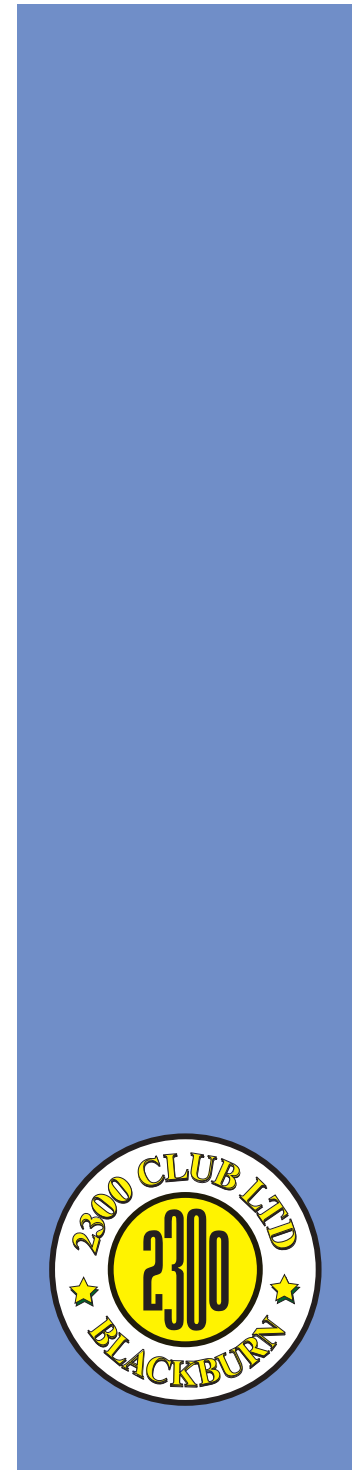


That afternoon came the first hurdle, in the form of scrutineering for the Ensign N179 F1. This is always a nerve wracking process for any team as the scrutineers at Monaco go in to every detail. But “The Bolton Team have done a great job. The Scrutineers were very thorough, but it was smooth and trouble free” said Paul.

The streets of Monaco were bathed in warm sunshine on Thursday when Paul had to walk the circuit, like many other drivers in an effort to learn the track. It's been two years since Paul's last visit to the principality and didn't end well with a slow speed shunt into the padded armco barrier. The course refresher was more than welcome.



The Bolton University team were also settling into the paddock with all the excitement and motorsport history going on around them. Can you imagine being 19 years of age, hoping for a career in motorsport and getting to work on an F1 car in Monaco. It's what dreams are made of ! “These students really do know how lucky they are” said Paul



Friday was the first day of action. The team's practice session was to take place at 5pm. Earlier that morning the team had fuelled up and dealt with a gearbox oil feed problem and was ready to go.

"I'm bricking it but I'm sure I'll be OK once I'm in the car" said Paul.

As it happens the practice session for race F went well. Paul managed to avoid all the incidents of which there were plenty!

In the soaring heat late in the day Paul had to watch the car's temperatures closely.

Paul said "we had a good practice session - the car went well. A real credit to Peter Thundercliffe and the Bolton Team".



For 2024, the Automobile Club de Monaco Organizing and Selection Committee has approved the presence of 6 races that will be competing and entered in the regular season. Entries will open this autumn.

Race A1 - Louis CHIRON

Pre-war Grand Prix cars and prototypes.

Race A2 - Jean Marie FRANSO

Front-engine Grand Prix cars built before 1981.

Race B - Graham HILL

Non-engines 1500-171 Grand Prix cars from 1961 to 1965 and F2.

Race C - Walter BRADY

Front-engine Sport Racing cars from 1962 to 1967.

Race D - Jackie STENHART

F1 Grand Prix cars (3) from 1966 to 1972.

Race E - Jim LEACH

F1 Grand Prix cars (3) from 1973 to 1976.

Race F - Giles WILLIAMS

F1 Grand Prix cars (3) from 1977 to 1986.

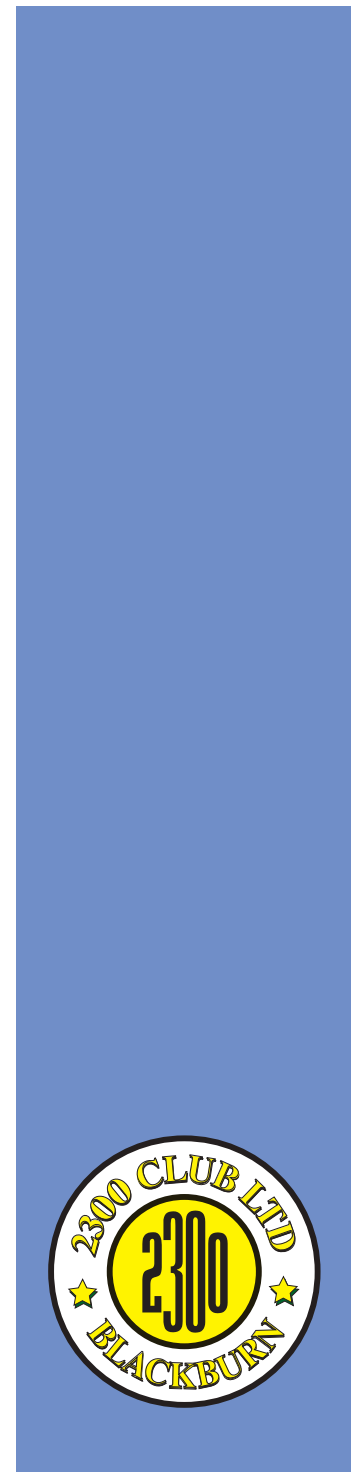
Race G - Arthur DENNIS

F1 Grand Prix cars (3) from 1987 to 1995.

The plan for qualifying on Saturday was simple. Steady and stay out of trouble. Paul wouldn't be challenging for pole, but concentrating on getting round unscathed.

The team executed the plan perfectly, a little disappointed to have qualified in last position, but overall very happy.

"The car is still getting very hot but manageable if we don't have to hold in the pits or on the start line for too long. I'm now just wondering if I can make up places from a standing start." said Paul.



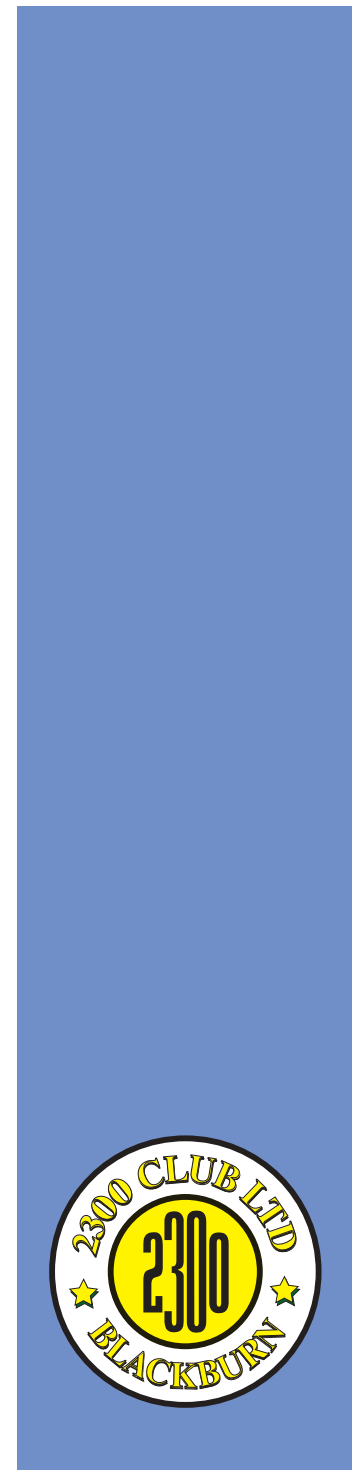
Race day!

The commentator at the start of the race mentioned 'This is racing with the big boys!'. No pressure then Paul!

Everything looked good for the race on Sunday afternoon, but in an incident packed race it wasn't to be trouble free for Paul and the team.



Paul managed to narrowly avoid a crash on the start line. Also missing the spun out 'Candy' liveried car of Steven Shanly. At the end of the first lap Paul was 4 places up on his starting position so looking good. However the race was red flagged on the second lap as the marshal's cleared the wreckage from the accident on starting grid.



It took quite a while for the start line accident to be cleared. But the race finally got underway again and Paul made another good start only for the red flags to appear again very quickly. So it was back to the pits to await another re-start. Whilst sitting in the pits with everything getting very hot Paul started to smell petrol very strongly and the team found a fuel leak which couldn't be quickly fixed - probably caused by heat expansion in the fuel tank. So much to everyone's disappointment Paul had to pull out of the race "I hated to give up, but the risk of carrying on was just too high" said an exasperated Paul.



The race was restarted again from behind the safety car this time for 10 laps remaining but was red flagged again and terminated 5 laps later.

It was no surprise that Micheal Lyons was declared the winner, as he had proved dominant in this class all weekend.

"I lost count of the restarts - I actually made 2 good standing starts and made up grid positions. For some reason in the results I'm not shown as having taken part in the race..... don't know why? Overall though I'm delighted with what we achieved together over the weekend and especially the performance of the Bolton team when the pressure was on." said Paul.

