



# FOGLAMP

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# AMT

John Easson Award





Cover Photo: Paul Tattersall in his Ensign

Above Photo: Paul Tattersall in his Brabham

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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## Paul Tattersall F1

Paul had a fantastic end to his 2024 Masters Historic F1 season with races in Europe. Starting in Belgium at the super fast Spa circuit at the end of September driving the familiar Ensign F1. Finishing in Italy at the Fabulous Mugello circuit located just north of Florence in mid-October. We all know Paul made it back in one piece just in time for our Andy Mort Tour.

Mugello with its very fast main straight is a circuit that Paul has never raced at before and was a highlight of the 2024 season for Paul and the team "A great finish to the year" said Paul then added "in fact I think Mugello has to be in my top two tracks". I reckon we can all guess which track sits in first place 'it starts with an M and ends in an O'.

Paul and the very enthusiastic team at Bolton University had a very enjoyable 2024 Masters Historic F1 Season. Which is what it is all about. The team finished all the races they started in 2024 although they didn't finish at the front. But that is not the point.

Paul and the team are purely there to enjoy the car and the bucket list circuits.



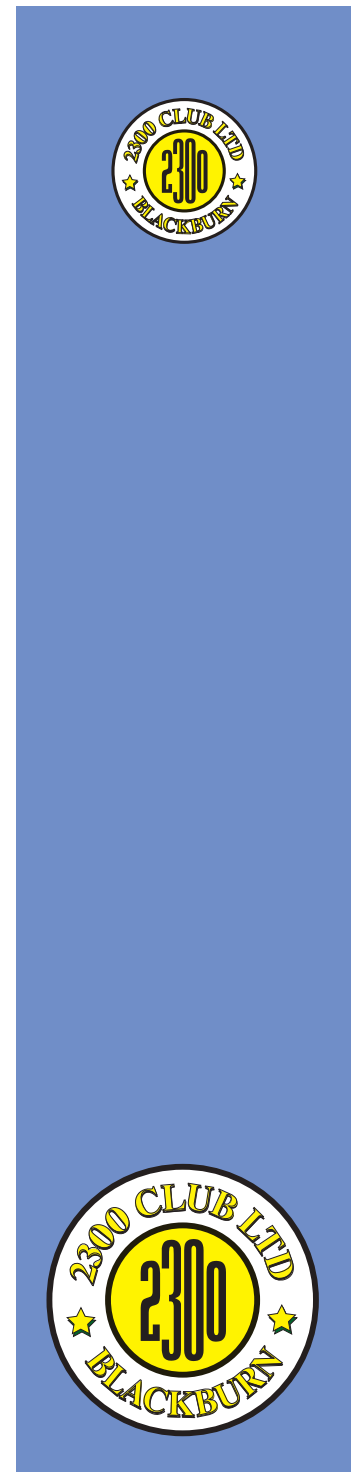
For 2025 Paul and the Bolton team are only planning one F1 race with the Ensign which will be at the Nurburgring in August. We wish Paul and the team very best of luck in Germany this summer.







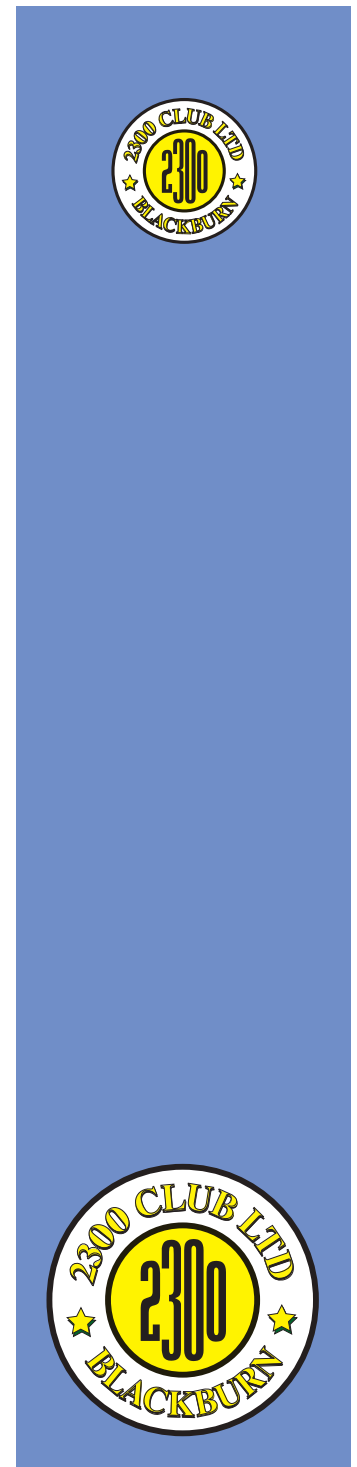
Also for 2025 Paul and the team at Bolton University led by Mark Busfield are aiming to finish a very exciting project. The team are currently assembling Paul's 1971 Brabham BT35 F2 car. The car has not been run since 2016 and since then the tubular steel chassis has been fully rebuilt. "In fact, the car will be completely refurbished and should be like new when it's finished", said Paul. "And we are hoping to race it at the end of the year" added Paul.



Paul previously raced this car for four years from 2012 in the Historic European F2 Championships "Its a lovely car to drive. You can drift it through the corners" said Paul. Capable of 160mph (when geared right) and powered by a 1.6L BDA fuel injected engine. The Brabham BT35's were never a front running car but in the right hands they could win.



'In 1972 a Brabham BT35 did win at Mallory Park. Dave Morgan drove his Reeves Racing BT35 to victory ahead of Niki Lauda and Carlos Reutemann. But no it wasn't Pauls car!





However Paul's own car did briefly have a famous driver (there could be others that we don't know about) in a demonstration in 1991. Jack Brabham himself! Jack was offered Paul's own car when the F1 that he should have been driving broke down.



In 1971 there were around thirty Brabham BT35's built. They were in effect a production race car. As we all know it was a different world back then. At the time all the manufacturers like Ferrari, Lola, Lotus, March and Chevron all built F2 cars.

F2 was very important in the late 1960's and the 1970's; F1 drivers all came through F2 and not only was it a major stepping stone into F1 but most of the F1 drivers at the time all raced F2 as well as F1. Sometimes at the same event. Its amazing to think that Paul's very own BT35 may have competed against the cars of Niki Lauda, Fittipaldi or even James Hunt, who incidentally did drive a Brabham BT35.



## John Easson Award Winner



With two out of five rounds of the British Rally Championship completed, it is fair to say that Rob Cotton has experienced the highs and lows of the sport. The reigning John Easson Award winner made the perfect start to his campaign with a brilliant performance on the East Riding Stages opener, winning his class and finishing a superb 17th overall on the one-day, closed-road event.



Despite driving his Subaru Impreza B13 for the first time in anger, Rob was on the pace from the very start, clocking 23rd fastest time on SS1 in a field full of R5, R3 and R2 cars.





"It was just the result I was hoping for, I thought we might just squeeze into the top 20 if we were lucky but 17th feels a real achievement," explained Rob.

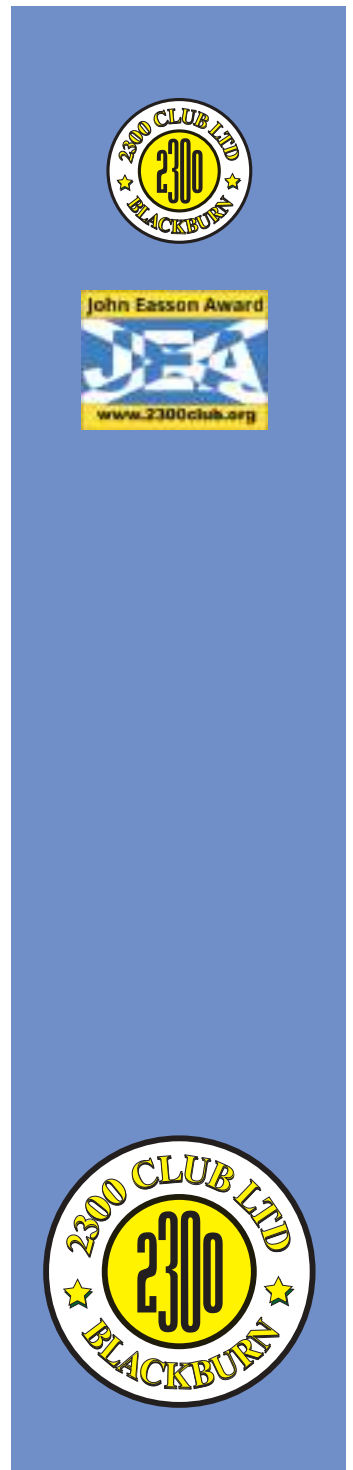
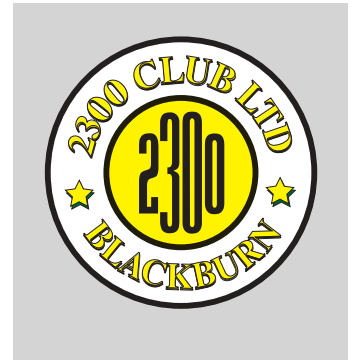
"The new car is an absolute rocketship compared to my old one, but I felt comfortable with it very quickly."



"The key goal was to keep the driving very clean, no spins, lock-ups or stalls because that's where the time just evaporates."

"It has relatively old suspension technology compared with more modern R5 cars, which meant we were losing time in slower sections."

"But it is geared for 130mph plus, whereas R5's are geared for 115mph maximum, so we could claw it back on the flat-out sections, and there were a lot of those!"





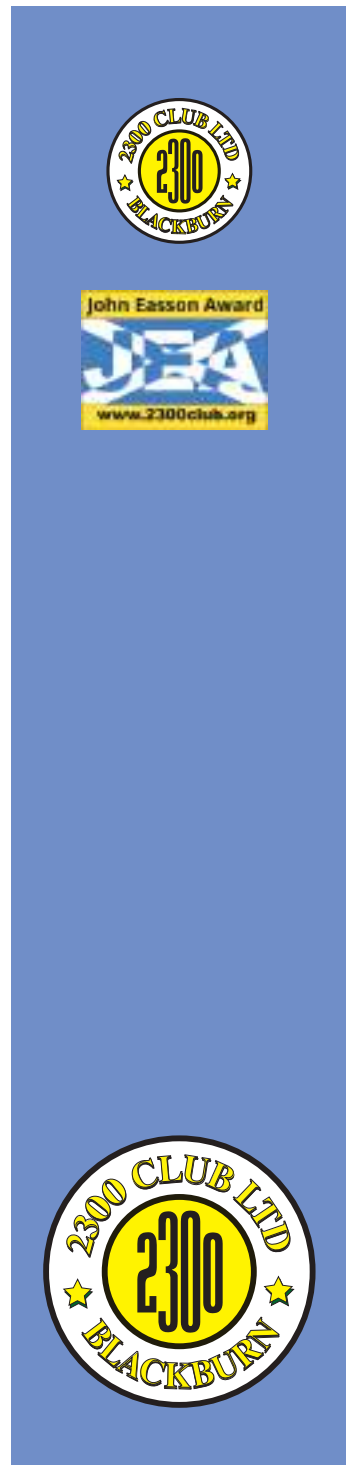
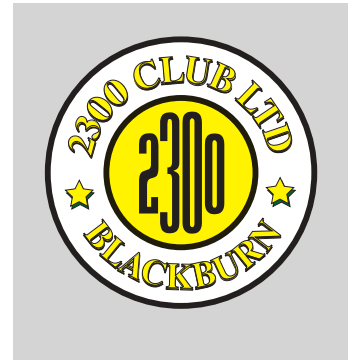
Bouyed by such a good performance, Rob and his team from Garstang-based Cotton Competition headed north for round two, the Carlisle Stages. However, retirement ruined his hopes of back-to-back class wins. Rob and co-driver Owen Paterson made it to the end of stage three before his Impreza threw in the towel.



"We got to the finish line of Buck Fell, took off our helmets and heard a horrible noise, which we thought was the driveshafts," explained Rob. "But when we got the car into service we could see the gearbox casing was cracked, and we had lost all gear oil. We had no option but to retire on the spot. It was my first ever mechanical retirement, and my first DNF in seven rallies."

"If I'm honest I wasn't that disappointed, the car had been handling really badly on straights, and I was having to wrestle with it even in a straight line. We found out later that the steering rack bolts had worked loose causing the rack to move from side-to-side."

Rob is now undertaking a complete gearbox rebuild in time for round three of the BRC, the Duns-based Jim Clark Rally on May 23.

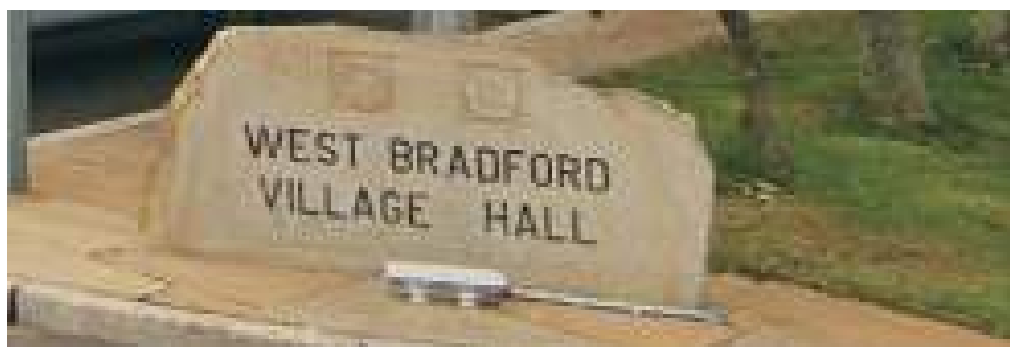


# AMT



Make a date in your diary!

The 2025 Andy Mort Tour will take place on Saturday, October 18.



Once again, the event starts and finishes at West Bradford Village Hall, with the very popular Special Test to conclude the day.



# AMT





Clerk of the course Walter Bateson has been busy plotting a route that will keep drivers and navigators entertained.



Look out for more updates in the coming months, but remember this, the entry list for last year's AMT filled up VERY fast!



## Marshalling on the Malcolm Wilson Rally

As days out go, this one was an absolute belter.

Six members of the 2300 Club volunteered to marshal on this year's Malcolm Wilson Rally, and it was one of those days when everything went right.

Weather? Warm and Sunny

Location? Perfect, Grizedale South

Spectators? Almost none

High speed action? Plenty

Under an azure sky (almost unheard of in the Lakes in March) the club's marshalling logistics co-ordinator Cliff Simmons was joined by chairman Neil Molyneux, brother Clive, Paul Tattersall, Neil Johnson, and Tony Driver.



The line-up was split into two teams, manning junctions 17 and 17a, and what a day we all had.

The only downside was the absence of Michelin star chef Flint Ryding and his acclaimed 'Flint's Kitchen'.

Unbelievably, he decided he'd rather wrestle with a recalcitrant pedal box on a Morgan three-wheeler than join his mates in the sun.

Cliff was incredulous: "Some people just don't have the commitment any more. For the good of the club and all that!"

"We just had to soldier on, as best we could. But we were better off with just a bag a crisps and an apple for dinner," he said in disbelief.





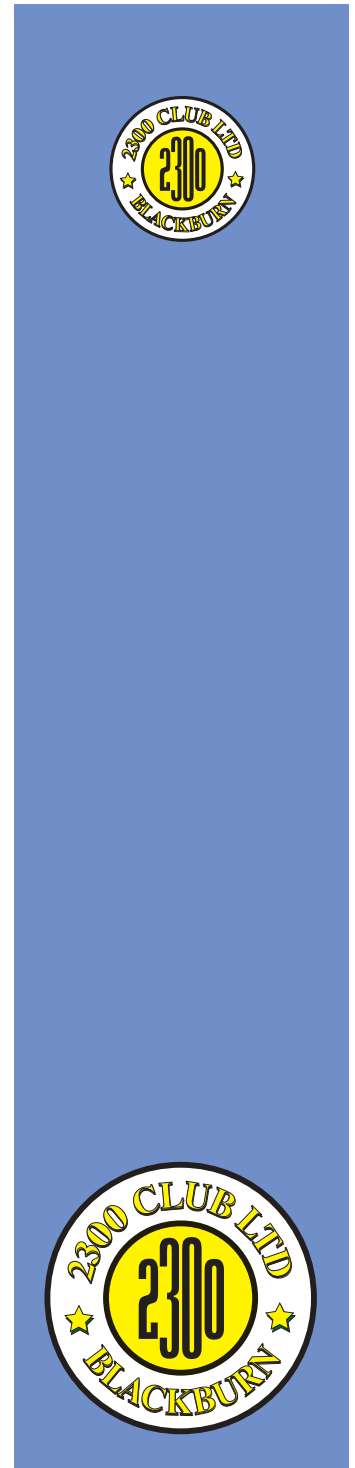


The lack of spectators meant that the two teams had a relatively quiet day, although it wasn't without its dramas, as Clive explained:

"There was just one incident that happened about ten feet away from us when car 11, the Hyundai i20 R5 of Kyle White spun off." The 2300 Club Elite Marshalling Team (Neil M, Clive and Paul Tatts) responded immediately and within ten minutes we were all on the scene, but by which time it had ejected itself from the ditch like a cat who'd had its tail stood on.

"We stood there with mouths open. Hey ho. Ageing Marshals don't respond that quickly!"

"Seriously though, a big thank you to Cliff for pulling it all together." The 2300 Club Elite Marshalling Team 2nd XI (Cliff, Tony, Flint and Neil J) will be in action (or is that inaction?) in July for their annual weekend jaunt to Bonny Scotland for the RSAC Scottish Rally.



## News From Scotland by Ron Cowan

Things are busy here. I was about to let you know that Sir Boyd Tunnock OBE has agreed to sponsor this year's Scottish Summer Hill Rally based at Thirlestane Castle in Lauder during the weekend of 7th/8th of June. It's great to be working with Tunnock's again!

Our event shares Thirlestane Castle with the BVAC Classic Festival of Motoring which attracts about ten thousand spectators on the Sunday.

On Saturday 26th April Garry Headridge and I shared the radio control of stages four and seven of the Speyside Stages Rally based in Elgin.

John McDermott, who regularly drove Simon Bibby, the Chief Marshal of the Tour of Mull Rally, will be taking on the role of Event Safety Officer for Glenrothes M.S. C's Summer Stages Rally at Crail on 7th. June.

John McDermott will be the Spectator Safety Officer at Mach 1 at Machrihanish on 12th and 13th. July and we will also be working together on Saturday 19th. July, John crewing one of the Inter Cars and I will be The Event Safety Officer.





## An Appreciation of Allan Whittaker

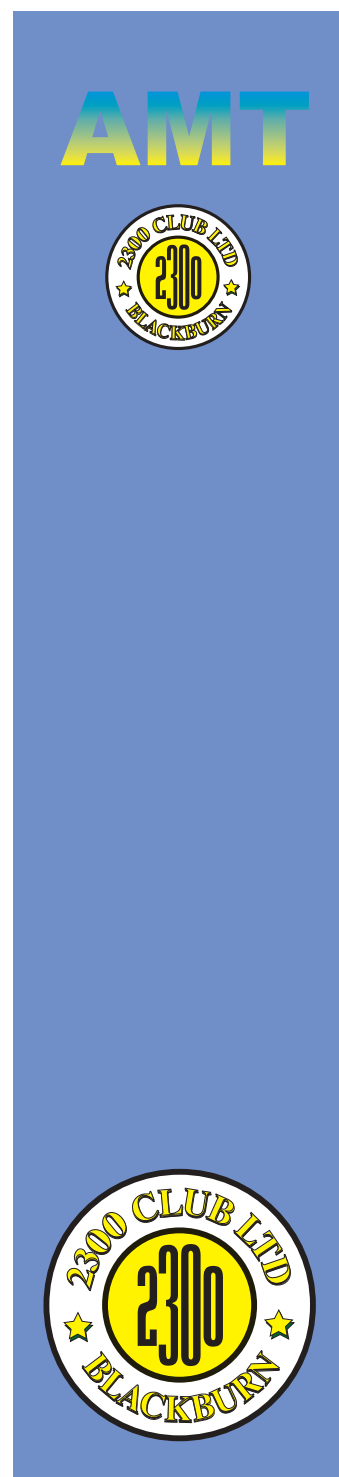
by Allan Durham.



Hearing of Allan's passing was indeed a shock and filled all of us who knew him with sorrow.

I first met Allan ( affectionally known as Whitt) back in the early 70's when we both joined Bolton Le Moors Car Club as young rally enthusiasts keen to compete on road rallies in Lancashire and surrounding counties.

Most people associate Allan with co-driving, but back in those early days he fancied a go at driving in his Mini Cooper S...unfortunately after a few off road excursions he decided he was probably better suited at navigating ! And that was the beginning of a long and successful part of his life co-driving for many different drivers both in the UK and over in Europe.



In between competing he recognised the need for a good value for money competition seat so he founded Motordrive Seats a company that quickly grew to be a leading supplier of competition seats across the world with many leading teams and drivers using Allan's seats.

During his co-driving days like many other competitors he found his way to the Isle Of Mull to compete on the 2300 Club Tour Of Mull Rally. It was the beginning of a long association with the Island and it's enthusiastic rally residents, many who became life long friends, he was always there to encourage and offer his vast experience and often financial help to assist Mull's young rally crews.

Albert Einstein said, "The value of a man should be seen in what he gives and not in what he is able to receive." In one word, Allan was a man who gave.

After Allan retired from co-driving he still had an itch to scratch within the sport so joined 2300 Club to assist the team in organising the Tour of Mull Rally, somewhere along the way Allan introduced me to the 2300 Club and so began my association with the club and we enjoyed many years of our weeks together on Mull each October. Sadly those days are now just memories but never forgotten and Allan was always happy to spend time talking to anyone who was interested in the "Best Rally In The World"

We his friends and anyone who knew Allan will miss his infectious sense of humour.

To Allan's wife Caron and his family we offer our deepest condolences. Allan has silently closed the door of life and departed from us. Our lives will be empty in the areas that he had brightened for us.

Rest In Peace Whitt.

