



FOGLAMP

EDITION 11

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AMT

John Easson Award





Above Image: Car of current JEA Winner

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

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www.2300club.org



Walter Bateson

My First Rally

In this section of Foglamp, we sit down for a chat with a 2300 Club member. In this edition, it happens to be Walter and Pat Bateson. The aim is to gain an insight into Walter's first rally and discover what – and who – inspired a lifetime in motorsport, whether competing or organising.

Walter turned 90 earlier this year, so it's not surprising that he can't remember his first rally. But don't worry if you think this article isn't going to hit the brief – it absolutely does, and then some.

Some will know Walter Bateson as the 2300 Club's AMT Clerk of the Course. Those with long memories might know Walter from the Tour of Mull as an organiser and the dreaded noise test official. But I know full well there will only be a select few with exceptionally long memories who remember Walter as a competitor on the very first Tour of Mull in 1969.



I asked Walter, "What got you into rallying?"

Walter started by telling me about his two uncles, both of whom competed on motorbikes. One uncle was a speedway rider, racing around an oval track with the bike sideways and opposite lock applied. The other, Jack Mansfield, built his own bikes and rode them in the Isle of Man TT. In 1934, during a speed run on Southport Sands, Jack achieved the accolade of becoming the first man to exceed 100 mph on a motorbike on the beach.

Opposite lock! Speed! You can see where this is heading.



The next source of inspiration came while Walter was working at Lucas Aerospace in the early 1950s, where he would listen to tales from a colleague, Jack Hebden.

Jack hadn't gone into the family business, Hebden Bros, a Jowett (later BMC) dealership in Burnley, like his brother George. Instead, he worked in the same office as Walter and regularly told him about his exploits rallying a Jowett Javelin with George. It didn't take long for Walter to get involved.

Walter told me the next piece of the puzzle was meeting 'Maps' Barritt.

After joining Caldervale Auto Club, John Barritt helped Walter get started in rallying. Walter said, "John was a great help and a lifelong friend."

This is how it all began for Walter, taking part in rallies, hill climbs and regularity events.

Walter then told me about one of the early rallies he competed in.

It was in the mid-1950s. He drove his 1954 Ford Prefect to the start in Liverpool. The route headed up to the Lake District, crossed Hardknott and Wrynose Passes, and finished back on Liverpool's waterfront. Then he had to make his way home to East Lancashire.



That must have been some adventure – and certainly worth talking about at work the next day!

This was a different era from the one most of us know. It was even before stage rallying as we know it today. By the time special stages were introduced in the early 1960s, Walter was already a seasoned competitor.

Walter then started telling me about the cars he owned and competed in, of which there were many, so forgive me if I don't manage to mention them all.

After the first Prefect came a huge upgrade: a 1956 100E Prefect with hydraulic brakes. Walter said, "It was a faster car."

Now, this car has a story. Walter had his first major accident in it. On a night rally, he rolled the car on Foxes Pulpit, a well-known section of road used on many road rallies. A farmer helped get the car back onto its wheels and, luckily, there wasn't much damage apart from the roof.



Thanks to Hebden Bros, the roof was straightened and painted red. The car was now cream with a red roof.

It was in the late 1950s or early 1960s that Walter met Keith Watkinson, who owned and competed in MGs. Walter remembers a very rare twin-cam MGA. He told me how he and Keith enjoyed a very successful period rallying together in Keith's Mgs.

On the odd occasion Walter would navigate, but he said, "We had better results when I drove."

And that is how the partnership remained until they eventually had a difference of opinion and Keith went to drive for Jeff Smith. Despite this, Walter and Keith remained good friends.



Walter and the "Famous" Mull Noise Meter

In 1966, Walter bought a Cortina GT that was just four months old. The original owner had paid £900 for it new, hardly used it, and then sold it to Walter for £600. A great deal.

In a quest for more power, the GT was exchanged for a Lotus Cortina. I get the feeling Walter really enjoyed the Lotus. He told me a story of driving it on a night rally near Wray while chasing Ian Harrison, who was driving an Escort Mexico.

But 'Speedy' Harrison was catching his minute man, a dentist whose name Walter couldn't recall, although he noted he was a good driver.

Ian went for the overtake approaching a bend – but so did Walter. It was Walter who exited the corner first!



A series of Sprites followed the Cortinas.

In fact, it was a Mk3 Sprite that Walter competed in on the first Tour of Mull in 1969, finishing in the 30s with Keith Hindle navigating.

They camped beside Mishnish Lochs and recalled, "It cost us £22 to do the event after getting our entry fee back."

For the 1970 Tour of Mull, Walter wanted a better result and used his modified Austin 1300 fitted with a Cooper S engine. He finished 10th, which would prove to be his best result on Mull.

Further upgrades to the Austin were made in pursuit of a podium finish in 1971, but it was not to be.



Walter can claim that this was the first major accident on the Tour of Mull Rally when he rolled the car off the island road and onto the rocks below. A large group of people from the pub came to assist with the recovery. The car was soon back on the roadside, twisted and mangled.

Now came the problem of getting it home.

Walter had driven the car to Mull and expected to use it to get to work after returning home. Once again, the rallying community pulled together and got the car home, where it was reshelled. Sadly, it was never quite the same again.



Walter continued competing in various cars and events until 1985, when the age-old problem of younger men in faster cars finally caught up with him. It was time to stop competing.

Around this time, Brian Molyneux recruited Walter and his wife Pat into the 2300 Club as organisers.

“I didn’t win much,” said Walter.

“Well, you’ve got a lot of trophies,” replied Pat.

Pat was right. Trophy after trophy, and plate after plate, appeared from cupboards and shelves.

Just a few examples included:

1960 Night Rally – Class 2 winner

1961 APMCC – 3rd place

1971 LAC New Year Rally – Fastest Drive

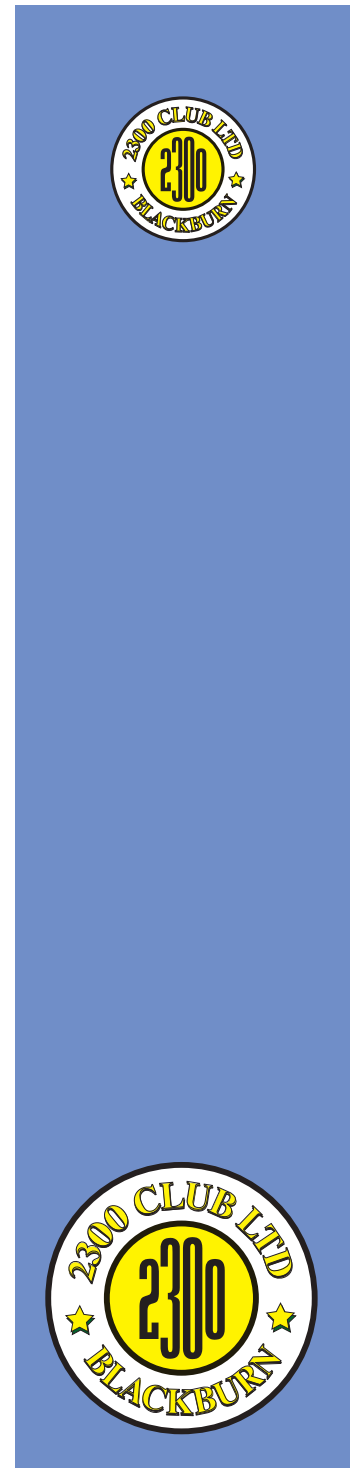


One award Walter is particularly proud of is a letter opener he received from the 2300 Club for 25 years of service to the Tour of Mull. Two other people received the same award in 1994: Trevor Roberts and Roy Honeywell.

Walter recounted winning a regularity event simply by “guessing the speeds” and made it sound like luck.

I don’t think it was luck.

It was Walter’s experience, knowledge and skill.





These days, Walter is still active, helping with route planning for the 2300 Club's AMT, serving as a committee member, and passing on his knowledge to younger members.

During the interview, it was obvious that motorsport has given Walter and Pat a lifetime of friendship and happiness.

Even sons Andrew and, later, David carried on where Walter left off. Walter helped and advised wherever he could. Arguably, David became the most successful Bateson, winning the Polo Challenge.

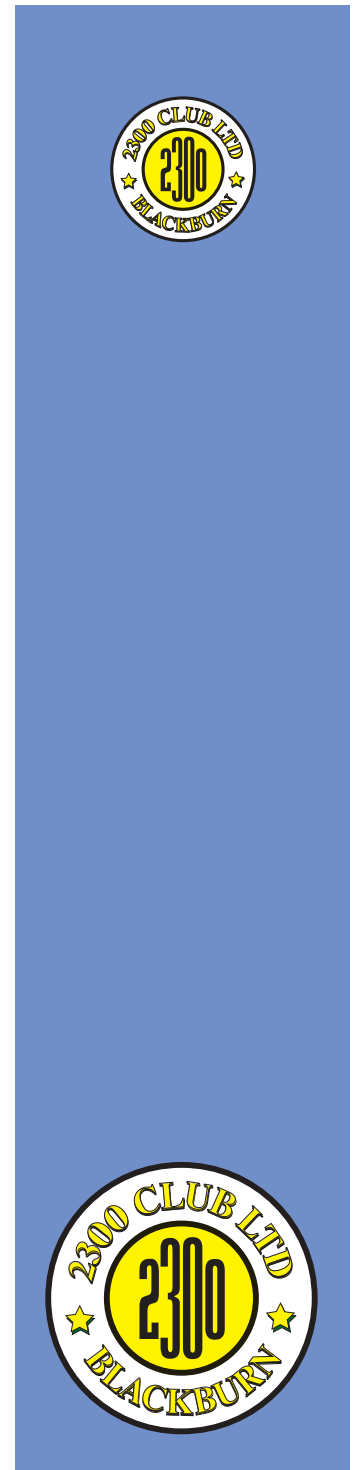
I think you will agree that Walter Bateson, a true forefather of our sport who always played to win, has enjoyed a rich and wonderful life in motorsport over the last 70 years or so.

And I don't think he's ready to give it up just yet!

Walter would like to nominate Ian Grindrod to tell us about his 1st rally.



How did Ian get started in rallying?



Scottish Two Day Pre - 65 Trial

AI

2300 Club members Pete Kenyon and Neil Johnson were invited to join the 60+ strong team of observers officiating at this year's Pre '65 Scottish Trial, organised by the Edinburgh and District Motorcycle Club, and held around Kinlochleven, some 20 miles from Fort William.



The event attracts around 350 entries every year from all over the world and the organisers use a ballot system to fill the 200 allocated riders places. Many famous names from the motorcycle world have competed on the event over the years, including Sammy Miller, Mick Andrews, Dave Thorpe, Vrjo Vesterinen and Mick Grant. TT racer and TV personality Guy Martin was due to compete, but had to pull his entry as he had recently lost his licence!

Restricted to pre-1965 motorcycles, the event has been held annually since 1984, over challenging natural terrain, including rocky streams and becks, steep climbs and tiring moorland sections. Classic trial bike riding remains hugely popular in Lancashire and Yorkshire, and the Pre '65 Scottish often feels like an annual invasion of northerners of a certain age making their way to the Highlands for this great event. The variety of machines used is one of the great appeals of the trial. Everything from 125cc two stroke BSA Bantams up to 500cc four stroke Ariels, Triumph and Nortons. Most are single cylinder machines, but in recent years, twins have appeared, the most popular being Triumph 350 & 500 versions.



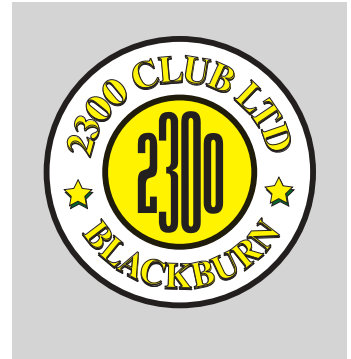
The trial also attracted large numbers of spectators, many of whom are already in Scotland for the modern Scottish Six Days Trial, which is based in nearby Fort William and starts early Monday morning on the first Bank Holiday in May and runs through to the Saturday.

Observers play a vital role in the running of the event. Positioned at sections throughout the course, they monitor each rider's performance, apply the rules and record penalty marks as appropriate. It is a demanding responsibility, with a great deal resting on their judgement and decisions, but Pete and Neil found all the riders to be extremely polite and respectful throughout the trial.

This was the first year that electronic scoring was used on the event. A few of the 'old skool' were initially reluctant to use, but at the end of the event were full of praise for the upgraded system.

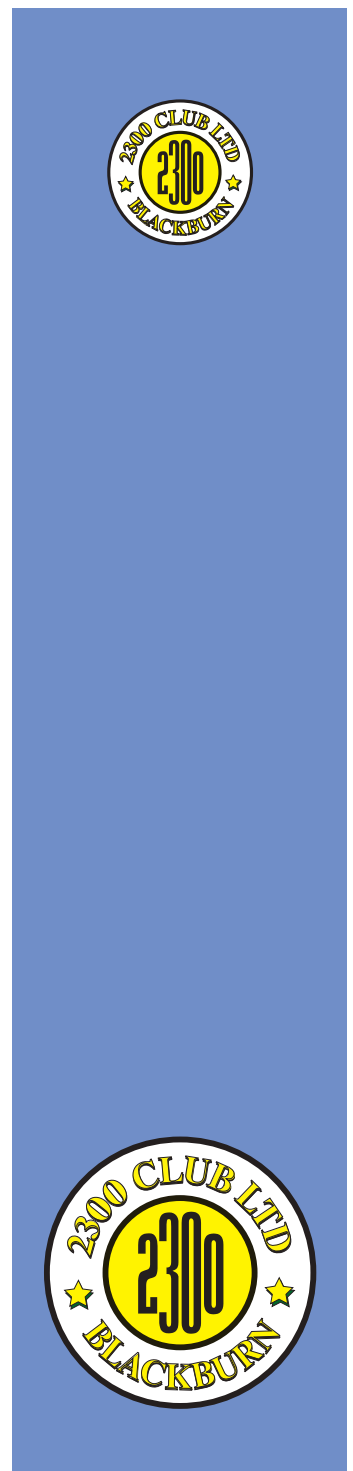
There are 30 marked sections on each of the 2 days, linked by non competitive sections that can be as equally challenging as the observed parts. Road crossings and link sections are used, so the motorcycles have to be fully road legal.

Typically, riders arrive at a section and then walk through it to pick their route, before attempting the hazard. Many of the sections are water-filled burns, and competitors carefully study the terrain to assess the best line, identify where grip can be found and plan their approach before getting back on the bike for their attempt. The rules are fairly simple where if you put your foot down (or dab) within the section, a score of 1 is recorded, 2 for 2, 3 for 3 or more, 5 for stopping or wandering out of the section! Some competitors may ask for a 5 on occasions where they don't feel comfortable attempting the obstacles, and then a score of 10 is entered.





One memorable moment came on the Saturday when Macclesfield rider Lee Granby ignored the usual protocol. Instead of inspecting the section on foot, he rode straight to the start, stayed on the bike and tackled the section completely blind. Despite that, he cleaned the section without penalty — an extremely impressive ride that drew admiration from both observers and spectators alike .



The only downside to Pete and Neil's stay was having to watch another trial - the Leeds United v Burnley match.

Neil, a long-suffering Burnley season ticket holder, and Pete, an equally long-suffering Blackburn Rovers fan at heart, had to endure Burnley's inevitable defeat surrounded by jubilant Leeds supporters in Sunny's Sports Bar in Fort William.

And both returned home feeling they had experienced an overdose of Haggis, which seemed to appear on the menu at almost every mealtime during their stay.

Haggis Pakora anyone?

Marshalling Trips

Graham Ryding

Since our last edition of Foglamp 2300 Club members have been out marshalling on only one Rally the Yorkshire Dales Rally. Our favourite kind of Rally. Closed roads!



The 03.50 alarm was a shocker on Saturday the 29th of March. Tony Driver was picking me up at 4am to head to the Start of the Whitaside stage where we would meet-up with the rest of the team.

The drive over Buttertubs pass might have been spectacular but it was still dark. Bang on time we met up with Cliff Simmons, Neil Molyneux and driving his Discovery Paul Tattersall at the stage start.

We were all pointed in the right direction by AMT regulars and Whitaside stage commander Jim and Lisa Maguire. Always great to see a friendly face.



We headed in to post 11 in stage which turned out to be as high on the Moor top as you could get. It wasn't a good forecast and there was no shelter. Sure enough the wind was gusting it wasn't easy to stand up.



Flints forest kitchen would have to get inventive to knock up a breakfast. Couched in the van a little space made for a pan loaded with George Alpes sausages and another with streaky bacon. The smell had caught the interest of some locals who lived just down the hill a bit. They looked very envious of our breakfast. A nice couple who were as excited as us for the day of motorsport to come. "Its going to get a rough later" the couple said. Surely it can't get rougher than this! After butties and brews the safety car convoy came through then it was time for the real thing.



Wow! The cars came into view quite a distance away but appeared over a crest 3 feet in the air. Impressive stuff!

It was nice to see our JEA winner Ifan Devine come through in their new car.



There was some very quick cars through our 3 bale chicane at post 11. With Chilli con carne at half time, and the wind hitting 60-70mph and now rain stinging the face we all retired to Pauls Discovery for a grandstand view. There were no incidents for us to deal with. Well it was close, a Fiesta skated sideways for 500yds across the moorland. We all thought it would roll over, but no, the driver managed to recover the situation and got back on the road under their own steam.



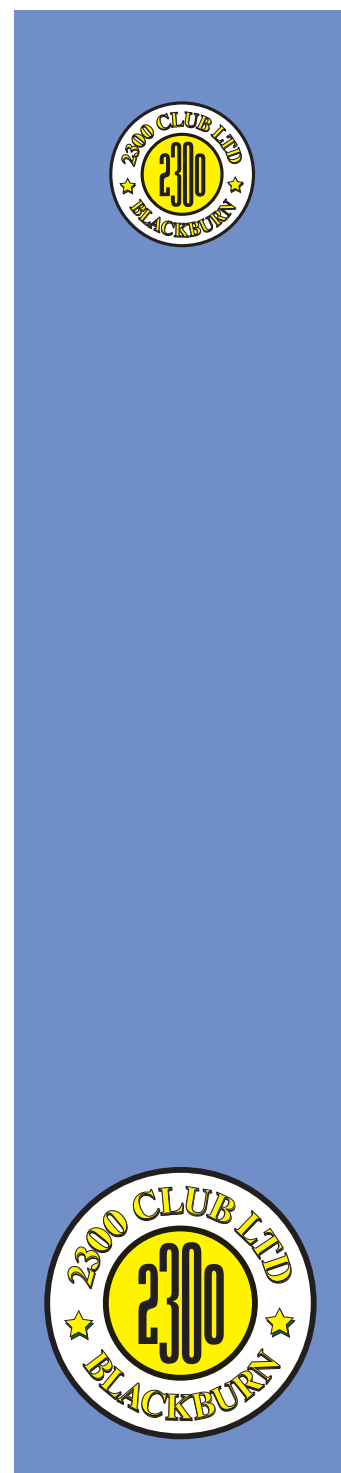
After dismantling Post 11 and collecting up the tape and signage after the last car, we headed to Hawes to seek refuge in a pub. In fact, in the centre of Hawes, you wouldn't have known it was windy. We reflected on the day and, despite the worst conditions for marshalling in living memory, we all agreed it had been a good day.

Great food (George Alpe sausages are now the new benchmark), good company, and a superb day of rallying.

The next marshalling trip will be the RSAC Scottish Rally on 18th July. We will have the midge nets at the ready!

Here is a short YouTube video from our perspective.

<https://youtu.be/UNh2-SRM5eI?si=2nsTpsMPj12fkSHY>



AMT

The 2300 Club is proud to present the 10th anniversary of the Andy Mort Tour, which will take place on Saturday, October 17, 2026.

On offer is 140 miles of great driving roads in Lancashire and North Yorkshire - guaranteed to put a smile on your face!

West Bradford Village Hall near Clitheroe will once again be the start and finish venue, with a lunch halt in between. The entry fee remains at £80 per car, which offers unrivalled value for money as breakfast, lunch and tea is all included, together with a rally plate, a commemorative sticker and other goodies.

Navigation is by tulip road book and the route can be driven in a standard road car with no modifications necessary.

As it's the 10th AMT, the organising team are planning some special additions to the event, which they hope will make the day a memorable one.

The regulations and entries go live on the club website www.2300club.org at 6pm on Saturday, August 15, and with 60 places available, the entry list is expected to fill very quickly.



AMT



THE ANDY MORT TOUR

140 miles of Lancashire and Yorkshire's finest roads

Breakfast lunch and supper provided

Entry fee £80

Entries open at 18.00 Sat 15th of August

Join us for a very special **10th AMT**

17th of October 2026

AMT



Since the last edition of Foglamp, our 2025 John Easson Award winner, Ifan Devine, has enjoyed a busy start to his 2026 season. He began the year promoting the John Easson Award at the East Riding Stages, co-driving for Luke Constantine in an Opel Adam.

The pair have had a hectic season so far. Now competing in a new Vauxhall Corsa, Ifan and Luke have contested multiple championships, achieving some impressive results along the way.

Their campaign began with the Yorkshire Dales Rally in March, where they debuted the Corsa in extremely wet and windy conditions. They then made a positive start to their British Rally Championship campaign at the Severn Valley Stages.

Further success followed with a class win at the Kielder Stages Rally, second in class at the Manx National Rally, and they rounded off the first half of the season by claiming victory in the Stellantis Cup at the Jim Clark Rally at the end of May.

Ifan and Luke's next outing will be the Nicky Grist Stages on 11 July.

Ifan Devine continues to be an outstanding ambassador for the John Easson Award, and everyone at the 2300 Club is looking forward to following their progress during the second half of the season.



There are more articles for each event on our website.

At this time of year, however, our attention also turns to the future.



The 2300 Club has now officially launched the 2026 John Easson Award. The successful format remains the same, but with an exciting new twist.

For 2026, there will be two awards on offer, designed to encourage younger rally competitors who may previously have felt they had little chance of success against more experienced juniors, such as previous winners Rob Cotton, Ioan Lloyd and Johnnie Mackay.

The first award, worth £2,000, will be presented to a rally driver or co-driver aged 14–17.

The second award, worth £5,000, will be presented to a rally driver or co-driver aged 17–27.

By introducing two age categories, we hope to encourage more young competitors to apply for the John Easson Award and, more importantly, to support the next generation of talent within the sport.

Details below

The 2300 Club is proud to announce the details of the very special 2026 John Easson Award for young rally drivers and co-drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

As the UK's number one free-to-enter cash prize award.

The JEA will once again continue the successful format of assisting not one, but new for 2026 two young British competitors with financial support in pursuit of their rallying career.

The award is open to junior drivers and co-drivers from all disciplines of rallying, irrespective of experience. Aged 14 to 27.

On offer is £5,000 to the winner of the JEA Seniors U27 (aged 17 to 27) and a bonus payment of £1,000 if they win their overall class award in their selected championship.

New on offer is £2000 to the winner of the JEA Juniors U17 (aged 14 to 17) and a bonus payment of £500 if they win their overall class award in their selected championship. Kindly donated by Bury Auto Club.

The prize fund will be allocated in stage payments to pay for entry fees, which the committee feel will help ease the financial burden placed on a young driver or co-driver during their 2027 season.

The bonus prize's are also a huge help in kick-starting their 2028 rally season.



The final selection process will see the top three applicants for both JEA Juniors and JEA Seniors being invited to an informal interview with a panel of judges who will then decide the overall John Easson Award winners.

Sorry there will be no runner-up prizes this year.

The JEA is a huge reward for only a little effort, free to enter and open to all drivers or co-drivers who fit the following criteria:

JEA Seniors aged between 17 on the 31st of December 2026 and 27 on the 31st of October 2026, Resident in the British Isles, including Northern Ireland, the Isle of Man, the Channel Islands.

JEA Juniors aged between 14 by the 31st of October 2026 and 16 on 31st of December 2026, Resident in the British Isles, including Northern Ireland, the Isle of Man, the Channel Islands.

Holder of an MSUK competition License.

Entries open on the 1st of September 2026 and close at midnight on the 31 October 2026

Drivers / Co-drivers who wish to enter should send the following details as a minimum to the Award scheme manager:

A current motorsport CV outlining experience and results to date

A covering letter explaining why the panel should select them as the winner and their aims for their future in rallying

A reference letter from any third party

The John Easson Award team would like to encourage all applicants to be as inventive as possible with their entry presentations.

Make your presentation stand out! Words, photo, video or graphic design.

The above criteria are a minimum and we always look forward to receiving some interesting presentations!

Applications from previous applicants are always welcome, and it should be noted that many of our winners have been previous applicants.

Entries should be sent to the John Easson Award Manager, John Cope at the address below:

John Easson Award
John Cope
The Meadows
15 Owlerbarrow Road
Bury
BL8 1RD

For Further Information Email jcope4@icloud.com



The Italian Job

Graham Ryding

We noted in our last edition of Foglamp that Paul and his University of Greater Manchester team were preparing for the Grand Prix de Monaco Historique.

Well, we can tell you they made it there, had a fantastic time, and, in Sunday's race, brought the car home safely in a respectable 20th place—albeit with a little controversy along the way.

To read all about the Monaco event, visit our website:

<https://2300club.org/the-monaco-team-living-the-dream/>



Paul and the University team are heading to the Monza Revival next, where the Ensign will compete in the Formula One races at the Autodromo Nazionale Monza on July 25–26.

The car and team are fully prepared, with the Ensign set up for this incredibly fast circuit. By the time this edition of Foglamp is published, the car should already be on its way to Italy. We wish Paul and the team every success for what promises to be a fantastic weekend at this iconic venue—a wonderful experience for both Paul and the students.



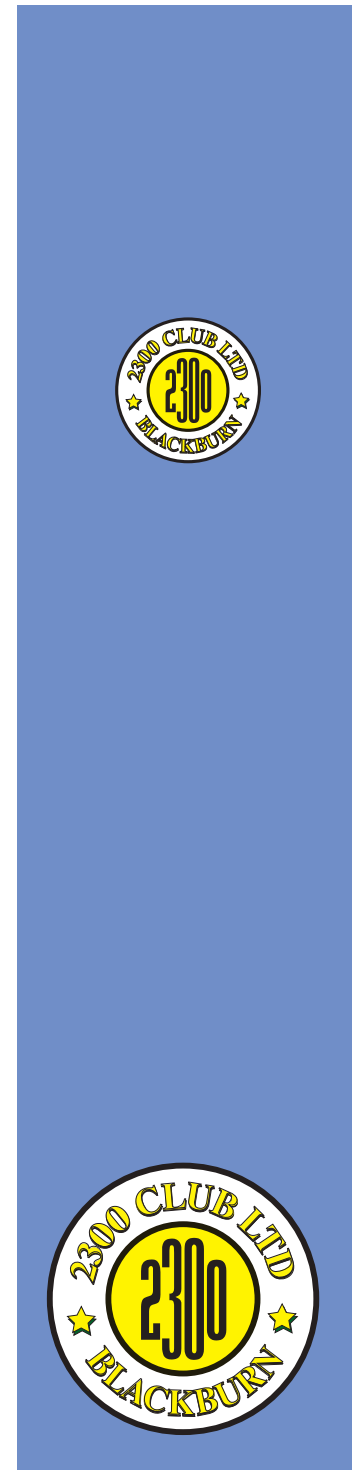
This won't be Paul's first trip to Italy this year. Our Club Chairman, Neil Molyneux, and Paul recently went on a reconnaissance trip to check out an event to see whether it was as good as, and as well organised as, our own Andy Mort Tour. Well, that was their excuse!

The two 2300 Club members travelled to Brescia in northern Italy in Paul's Porsche Cayman—but not before calling in to visit some of the locations made famous by the film *The Italian Job*. Some were well documented; one of them not so much.



Brescia, situated in northern Italy between the fashion capital of Milan and the industrial city of Bergamo, just happens to be the traditional starting point of the Mille Miglia, which was first run in 1927. There is so much history surrounding this event. Originally run on open roads in a figure-of-eight route to Rome and back to Brescia, the tradition of starting and finishing in the city remains to this day.

One of the most famous stories is that of Sir Stirling Moss and his co-driver, Denis Jenkinson, who won the 1955 Mille Miglia in a factory-prepared Mercedes-Benz 300 SLR—a machine far closer to a Formula One car than any showroom model. They set an all-time course record of 10 hours, 7 minutes and 48 seconds to complete the 992-mile route. The truly mind-blowing statistic, however, was their average speed of 99 mph over the entire race. That is simply staggering on public roads. Even in a modern supercar, I doubt that time could be beaten on today's open roads.



Stories like this, along with countless others from the race's golden years, have cemented the Mille Miglia as one of motorsport's greatest legends. It attracted around five million spectators across Italy, lining the streets of cities, towns and villages. Sadly, with such popularity came danger, and following a number of tragic accidents, the race was permanently cancelled in 1957.

The modern-day Mille Miglia still captures the same spirit. Since 1977, it has been run as a four-day regularity event rather than a race. It remains just as popular, with spectators lining the route through towns and even the smallest villages, waving flags and cheering all 400 cars as they pass by. Speaking of those 400 remarkable cars, entry into the modern Mille Miglia is restricted to models that either competed in, or were registered for, the original races between 1927 and 1957, and each must hold a Registro 1000 Miglia certificate. Those requirements tell you just how special every single one of those cars really is. That's a lot of history.

Seeing these magnificent machines either filling the streets of Brescia or lined up in Siena's beautiful Piazza del Campo is a real privilege.



As the 1000 Miglia website says:

"Since its inception, few pleasures have equalled or exceeded travelling by car. Discovering beautiful landscapes, the effort gives way to fun, passion becomes a way of life. Come and discover it!"

Discover it they certainly did.

Neil and Paul spent three fabulous days following the Mille Miglia as spectators during this year's event, held from 9–13 June.



I don't think Paul was overly enamoured by the start in Brescia, but he was absolutely thrilled by the reception they received in a small village further north later that afternoon.

As they drove into the village, the streets were already packed with spectators who enthusiastically cheered Neil and Paul as they arrived. The Mille Miglia hadn't even reached the village yet! Paul said, "It was a wonderful atmosphere."





The pair spent a night in Modena, the home of Ferrari, where the police fully embraced the spirit of the event by escorting the cars into town with all the urgency of a race. You can't fail to be impressed by the splendour of Modena. They also took in some spectacular scenery before spending the night in the beautiful city of Siena, which would be their final stop on the Mille Miglia.

Neil simply said, "It had been absolutely fabulous."

There's still no official verdict on whether the Mille Miglia was better organised than the Andy Mort Tour.....We know what they are up to, they just want to go back again next year just to be sure.

Neil told me that he and Paul then spent a few extra days driving as many mountain passes as they could. That must have been enormous fun in the little Cayman.

It was the way Neil pursed his lips, flicked his head and instinctively reached for an imaginary gear lever as he told me about it that gave the game away.

They'd had a brilliant time.

Best of luck in Monza, Paul!





Three members of the 2300 Club went on a 'spying mission' to see how the opposition organise their touring assemblies, when they took part in the LAC's Fellsman Tour.



AMT secretary Stuart Pye volunteered to decipher the tulips for Simon Boardman in his Volvo Amazon, while fellow Misfit Neil Johnson teamed up with 2019 Rally of the Tests winner Steve Entwistle in his ex-Alaskan 1962 Austin Mini.

The story of how a car that started off in Anchorage, competing in local events there, ended up in Knott End-on-Sea via New York is the subject of a book due out early next year, published by BHP.

Completing the trio was Pete Kenyon who had the enviable job of sitting alongside rally legend Malcolm Graham in his BMW Z4, attempting to concentrate on giving directions whilst listening to an amazing selection of hilarious stories from the past.



Starting from Cafe Ambio, just off J36 of the M6, meant a long run out for some crews, but the attraction of some fine North Lancashire and Cumbria lanes (and no urban areas!) more than compensated.



Now in its 31st year, the Fellsman is a long-standing event, so it was surprising to see an entry list of less than forty cars. It is maybe a sign of the times that many tour organisers are seeing less-than-full entries this year.



And it was good to see John Hartley, one of the founders of the Fellsman, in attendance during the day, along with his wonderful-sounding Porsche 911.

The route took in all the well-known former road rally and tour routes, including Barbon, Ravenstonedale, Blea Tarn, Warcop, Lowther (which included an hour-long lunch halt), Orton and Scout Green before a well-earned pint and excellent Hot Pot at the Crooklands.

With 19 code boards in the morning and 15 in the afternoon, it was a busy day for both driver and navigator. Pete and Malc missed one board in the morning but cleaned the afternoon section, while Stuart and Simon did the reverse. Neil and Steve obviously spent too much time talking and admiring the amazing views and missed one codeboard in each section.





The only sour note in the day occurred just after the lunch halt at Lowther Castle, when an irate driver in a black Range Rover decided she was staying put on the very narrow lane and the six other Tour cars coming the other way would just have to back up into a field two hundred yards away.



Even the diplomatic skills of Simon Boardman couldn't persuade the lady to see sense, and he was rewarded with a tirade of abuse along the lines of

"I LIVE HERE, THIS IS MY ROAD!"



Thankfully, incidents like this are rare, but it does go to show how careful tour organisers have to be when planning routes, not everyone is a classic car enthusiast.

