

# Backfire



**Richard and Pat Egger receive the inaugural MSUK award for encouraging inclusivity in motorsport. The award went to Loughborough Car Club for its long-running Disabled Driver Scholarship**



**Loughborough Car  
Club Magazine –  
May 2025**



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## **Simon Wood**

**September 1967 – November 2024**

This issue of the Club magazine brings the sad news that Simon Wood, our former website manager, Club marshal, and photography enthusiast has suddenly and unexpectedly passed away at the age of just 57. This will be a shock to those members that knew him.

Simon was a long-standing member: he competed or marshalled, and took brilliant photographs which summed up the atmosphere of Club events. Simon lived a fully-committed life comprising a demanding job, numerous car projects, a love of organising serious road trips, and an enthusiasm for good food.

Owing to the demands on his time, he would drop out of Club-life for a few months, but then a phone call would rekindle his engagement, and he would be back out marshalling - or entering if his current car was suitable.

Simon had an eclectic taste in cars including a Porsche 911 which he restored twice, and a replica of a works Fiat 124 Abarth where he made all the moulds and panels for the various scoops, arches and roof. An early Beetle became a cabriolet. Simon always fabricated as much as he could in-house.

There was a bit of a Chrysler theme to his road cars with a couple of Jeeps, a PT Cruiser and a Crossfire in the mix. The Jeeps featured complex homemade storage systems which unfolded endlessly to reveal yet more essential kit stored in every crevice. These vehicles were used on road trips to explore the ancient roads over the Pyrenees and Alps.

Video of these trips can be seen at

<https://www.youtube.com/@quickcuts2442>

Finally, Simon was a regular visitor to the Isle of Mull for the annual rally in October, and serviced for Pat and Richard Egger many times.

A tribute to Simon's working career can be found at

<https://www.thecaterer.com/products--equipment/monikas-technical-manager-dies>



# **Chairman's Chat – 2025**

## **Reflections and Future Visions for our Car Club**

As the chairman of our Car Club, it has been both a privilege and an honour to share my thoughts with you, through this magazine, for the last three years. Our club, founded on a shared passion for cars over 60 years ago, has grown from a gathering of enthusiasts into a vibrant community, each member contributing their unique perspective and expertise.

Looking back on the past year, I am proud of the milestones we have achieved together. We have successfully organized numerous events, from 12-Car rallies to Autosolos. The annual scenic tour, the Welland Valley Wander stands out as a testament to our Club's commitment to giving back to the community. Our efforts not only raised significant funds for a worthy cause but also showcased the spirit of camaraderie that defines our club.

One of our core values is include everyone, and we must continue to strive for a diverse and welcoming environment. I am delighted that the Club's dedication to this has resulted in recognition from MotorSport UK, with Richard and Pat Egger enjoying an evening at the Pall Mall club to collect an award. Our Club thrives on the varied experiences and backgrounds of our members, and it is this diversity that enriches our discussions and activities. I urge each of you to reach out to new members, share your stories, and foster a sense of belonging within our community.

The future holds exciting possibilities for our Club. We are planning an ambitious calendar of events for the coming year, including 12-Car rallies, Autosolos and Evening grass Autotests.

As I complete my three-year term in office would like to extend my heartfelt gratitude to the Committee and all volunteers whose tireless efforts make our Club's activities possible. Your dedication and enthusiasm are the driving forces behind our success. To our members: thank you for your continued support and participation. It is your passion that fuels our Club's journey.

In closing, I am optimistic about the road ahead. I am sure that the incoming Chair and Committee members will have the same support that I enjoyed, and I will be offering any help and guidance they might need.

**Neil**

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## **50<sup>th</sup> Annual General meeting of the Loughborough Car Limited**

### **Held on 11<sup>th</sup> March 2025 at The Greyhound, Burton-on-the-Wolds**

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*The Meeting Commenced 19:41*

There were 29 members present

The Chairman, Neil Dodd, welcomed everyone

The Secretary, Val Thompson, took the minutes

Copies of the yearly accounts and minutes from the previous AGM on 11<sup>th</sup> March 2024 were available for attenders, having been previously emailed to all members.

### **Apologies**

Alan Page, Clive & Anji Martin, Clive Woodhouse, Harvey Steele, Martin Pitt, Chris Bravington, Andrew Duerden, and Baz Wheeler-Stephenson

### **Approval of 2024 AGM Minutes**

Proposed by: Alexis Harper; Seconded by: John Pickavance

Carried unanimously

### **Treasurers Report – Pat Egger**

As you will see from the draft accounts, the Car Club has had a profitable year making an operating profit for the first time in 4 years.

On the income side all the events showed an increase in takings thanks to increased entries and lower than budgeted costs. I would like to thank all our organisers for 'doing their part'.

On the expenditure side several of our costs have also shown a decrease. The most notable one being printing and stationery, this is largely because only three copies of the magazine were invoiced during the year as the 'December' issue ran a little later than intended.

The Committee are anticipating that there will be a number of additional costs in the next year-or-so as both of the Club awnings are reaching the end of their lives, and our stock of cones is gradually decreasing.

I would like to thank Nicola Pickavance for all the assistance she has given me in maintaining the accounts through the year.

Proposed by: Chris Ladkin; Seconded by: John Fox

Carried unanimously

### **Reappoint the Accountants:**

Proposed by: Pat Egger; Seconded by: Nicola Pickavance

Carried unanimously

### **Officers Reports**

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The other officers' reports, shown below [in italics], were also distributed to those present at the meeting to read before the AGM.

### **Membership – Val Thompson**

	<b>2025 To Date</b>	<b>Year End 2024</b>
Total Households excluding Associates & Students	64	113
<b>Membership Type</b>		
Ordinary	82	104
New	14	43
Scholarship	0	4
Juniors	11	14
Student	5	20
Associate	0	0
Total Membership (including Associates & Students)	112	185
Total Voting Members	96	151

2024 saw growth in membership numbers up from 161 to 185, the number of households up from 98 to 113. The increase was due in the main to new members from 25 in 2023 to 43 last year. The Evening Autotests and the Winter Series are the main source of the new members, but others have found us by means of the internet and social media platforms.

### **Competition Secretary – Richard Egger**

Firstly, thank you to all who helped make events work. Organisers, Marshals & Competitors.

We had a reasonable year with a full programme of events.

The Coventry Motofest weekend featured both an Auto Solo & Auto test. The Saturday Auto Solo had a stronger entry than previously and those that



were there enjoyed themselves. The Sunday Auto test was a round of both Motorsport UK & BTRDA's championships and featured the best of the country's championship Auto testers. The Auto test received very high scores on the BTRDA's post event questionnaire to competitors,

There were only three 12 cars in the year, but this is distorted by events moving from October or November into the following spring. The events were well received but continued the trend of low entries, however all were well organised.

All seven grass Auto tests had strong entries and the usual fierce rivalries. The Greyhound continued to provide an excellent post-event service.

The Disabled Driver Scholarship rolled into its 16<sup>th</sup> year, This was the first year using a car supplied by Motorsport UK, this was part of an expansion of the scholarship which now has 3 clubs engaged. For reasons I fail to understand Motorsport UK only chose one driver for us. Sadly, he had health issues and missed a couple of grass events, then he decided that the tarmac event would aggravate his back issues.

Finally, the Welland Valley Wander provided a nice day's drive on roads that were new to many and, as usual, was very slick and problem free.

### **Equipment – John Pickavance**

As far as equipment goes it's been a relatively quiet year with the only new purchase being a new Butane / Propane bottle and associated regulator for the cooking rings. This is to hopefully make the set-up more reliable in the colder weather.

The shed continues to give good service in protecting the majority of the club's equipment. To wit, the code boards, diamonds, control boards, arrows, various stakes, tables, catering equipment, 12 car watches, and various warning boards.

That aside there has been the usual maintenance of equipment namely code boards and control diamonds. These need the stakes changing every now and again as well as re-attaching the boards and diamonds to the stakes. Also damaged cones and cone markers are repaired where possible.

However there seems to have been a noticeable increase in the rate of solo / autotest cone destruction at recent events so we may well need to purchase additional supplies of these in the next year. Further, the usual gazebo we use for solos and outdoor events is starting to show its age and may soon need replacement before any serious failures occur. These are both 'big ticket' items so any purchases will be carefully considered.

## **Magazine – Alexis Harper**

Thank you everyone for your contributions to this 2024 year of magazines: there have been four issues (February, June, October and December/January), all of which have been extensive and full of wonderful colour photographs.

Once again, there has been a broad spread of articles. These have covered stage-radio reports, road and stage rallies, technical problem solving, and action and display photography. Informational content has included future competitive events (12-Cars, Auto Solos, Grass Auto Testing), social events, and MSUK activities (policies and Inclusivity).

I hope the magazines provide a record of Club members' achievements, an archive to go back to read again, and some amusement.

There is a core of six-to-seven contributors. This is great for me – as magazine editor – because I can rely on these individuals to always produce written and photographic content... but what about the other 100+ members ? Where are your accounts of marshalling, spectating, competing, being a club member ? Please share what you enjoy doing as part of this great Club !

I am happy to continue in the role of your magazine editor for the coming year, if that meets with membership approval.

## **IT – Martin Davies**

Domain Name: - The domain (loughboroughcarclub.co.uk) is handled by Easyspace UK.

- Renewed on 05/01/2025 for £35.10 for 24 months
- Expires 05/01/2027

At approximately £1.50 per month this cost seems insignificant. Have no issues with Easyspace, will review again in 2027 as have paid up front for the next 2 years.

Website Hosting - We continue to use Ionos to host the LoCC Wordpress Site, this cost £8.40 per month till June 2024, when it increased to £19.24.

Ionos has added some extra fees for PHP (publishing/hosting) which has nearly doubled the hosting cost. Will be looking to reduce this in the coming year to get the cost to around the £15.

Summary - The total website costs for the year are around £190. This seems reasonable given the number of members. Overall, it is cheap to run at £20 per month and is still offering good value for money.

Nest year we are looking to re-design the style of the site as this is looking a bit tired and freshen up the content. The theme has not been updated for a while, and the layout can be improved.

Aiming to look at the around Easter before the Grass Auto test season starts up.

### **Chairman – Neil Dodd**

As the Chairman of our car club, it has been both a privilege and an honour to serve for the last 3 years. Our club, founded on a shared passion for cars over 60 years ago, has grown from a gathering of enthusiasts into a vibrant community, each member contributing their unique perspective and expertise.

Looking back on the past year, I am proud of the milestones we have achieved together. We have successfully organized numerous events, from 12 car rallies to Auto Solos. The annual Scenic Tour, the Welland Valley Wander stands out as a testament to our club's commitment to giving back to the community. Our efforts not only raised significant funds for a worthy cause but also showcased the spirit of camaraderie that defines our club.

One of our core values is inclusivity, and we must continue to strive for a diverse and welcoming environment. I am delighted that the club's dedication to this has resulted in recognition from Motor Sport UK, with Richard and Pat enjoying an evening at the Pall Mall club to collect an award. Our club thrives on the varied experiences and backgrounds of our members, and it is this diversity that enriches our discussions and activities. I urge each of you to reach out to new members, share your stories, and foster a sense of belonging within our community.

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In closing, I am optimistic about the road ahead. I am sure that the incoming Chair and committee members will have the same support that I enjoyed, and I will offer any help and guidance they might need.

### **The meeting agreed to vote on the Officers reports *en bloc*.**

Proposed by: John Pickavance; Seconded by: Tim Sturla

Carried unanimously

## Election of the New Committee

The Chairman read out the nominations for the 2024/25 committee and election *en bloc*.

Position	Nominee	Proposed	Seconder
Chairman	Tim Sturla	Neil Dodd	Val Thompson
Club Secretary	Val Thompson	David Smith	Wendy Smith
Treasurer	Pat Egger	Maggie Mawby	David Mawby
Competition Secretary	Richard Egger	Anji Martin	Clive Martin
Membership	Val Thompson	David Smith	Wendy Smith
Web Master	Martin Davis	David Smith	Wendy Smith
Equipment Officer	John Pickavance	Chris Ladkin	Adam Brown
Magazine Editor	Alexis Harper	Tim Sturla	Richard Elms
Points Co-Ordinator	Adam Brown	Ben Heggs	John Fox
Child Protection Officer	Charlotte Evans	Val Thompson	Neil Dodd
Member Without Office	Nicola Pickavance	Chris Ladkin	Adam Brown
Member Without Office	Neil Dodd	Val Thompson	John Fox

The meeting agreed to vote to accept the nominations for the committee *en bloc*.

Proposed by: Ben Heggs; Seconded by: Richard Lumb  
Carried unanimously

## Any Other Business

Neil Dodd announced some diary dates for members:

- 18/03/25 – Clive & Anji Martin – 12 Car, needs marshals, as not using the App, going 'old school'
- 09/04/25 – Winter Series Awards
- 31/05/25 – Coventry Motofest
- 03/06/25 – First of the evening Grass Autotest
- 17/08/25 – Welland Valley Wander

Pat Egger – they will need help organizing this year's events as they have started building work at home, so may not have as much time to dedicate to the club as before.

The Committee will be looking at the points structure for the awards – thoughts and comments from the membership would be welcome.

David Smith raised the issue of the Disabled Drivers Scholarship, RE explained that since MSUK have taken this over, things are not working as they could be. MSUK are looking to have regional assessments rather than just the one, RE is involved and will advise.

Tim Sturla thanks Neil for his efforts as Chairman. There being no other business, the meeting closed at 19:57 pm and was followed by the presentation of the 2024 championship awards.



**Loughborough  
Car Club 2024  
Awards  
at the 2025 AGM**

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**2024 Bender Trophy  
Award  
... the evidence**



# A welcome to Tim Sturla - incoming Chairman

## Tim's first Chairman's Chat

I must firstly thank the outgoing Chairman Neil Dodd for his tenure over the last three years. Secondly, following the AGM and awards, thanks to Pat and Richard for their organisation, trophy inscribing etc. and to Ad Brown for collating everyone's points. I'm the only change to the Committee (Neil can only serve three years as Chairman), so I thank all other Committee members for their service to the Club both up to this point, and going forward.

I feel that I should give you a bit of my Club background by way of an introduction... I first joined Loughborough in 1989 and have been a member almost every year since, although for quite a few years I've just been a 'sleeping member', whilst other aspects of life had taken priority.

I live just outside Ashby with my wife Allie, children David and Katie (whom you may have seen at the grass autotests) and Mabel the dachshund. We live in Newbold Coleorton (where my February 12-Car was based).

Back in February 1989, only a few months after passing my driving test at 17, my Dad came home from work (Pirelli Tyres at Burton), with a copy of the Motoring News (as it was then called). I noticed a plea for marshals for



Loughborough Car Club's Morning Mist Road Rally in March and the phone number to call was an Ashby code, like mine (pre-mobiles !). Intrigued, I called, and the Chief Marshal was a guy called Andy Howdle who lived in Ashby just half a mile from me, on my paper round route !

A month later, my mates and I were up all night marshalling on the Morning Mist. I can still remember our time control at Robin-a-Tiptoe, east of Tilton-on-the-Hill, watching the spotlight beams dancing around in the distance, the intake roar of crossflows and pintos, and that unmistakable smell of hot mud on the exhaust mixed with hot brakes. I was 'hooked' from then on.

I'd got a love of maps and cars, so naturally navigating/co-driving was the way to go. Loughborough has provided me (and so many others) with the



knowledge and experience to create a life enriched by motorsport, whether competing, organising, marshalling or governing. Enriched in so many ways such as the friends we've made, places we've been to, the coldness, tiredness and even being whacked on the head by flying rocks !

One last thing in this, my first 'Chairman's Chat'; I must mention that (by the time this is published) it will be exactly 30 years that Andy Pawley and I have been competing together. We met at the Car Club and Andy is also still a member and we've done some of the 12-Cars together recently. I first co-drove for Andy on the BTRDA Plains Rally in May 1995 in his pink Peugeot 205Gti and we've done 76 stage rallies together since then. We are competing this year in Italy in Andy's Skoda R5/Rally2 car, flying the Loughborough Car Club flag with our stickers (the Italians can't pronounce Loughborough).

It's a bit late in 2025 to wish you all a successful year in motorsport, whatever form that might take, but I wish you it anyway!

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## Loughborough Car Club 2024 Award Winners

<b>Championship Trophy</b>	John Fox	1 <sup>st</sup> Road Rally Driver
<b>Founders Trophy</b>	Anji Martin	1 <sup>st</sup> Road Rally Navigator
<b>Rawson Trophy</b>	Dave Fox	2 <sup>nd</sup> Road Rally Driver
<b>Beaulieu Trophy</b>	Andrew Duerden	2 <sup>nd</sup> Road Rally Navigator
<b>Stage Driver Trophy</b>	Baz Stevenson-Wheeler James Garner	1 <sup>st</sup> Stage Rally Driver (joint)
<b>Stage Co-Driver Trophy</b>	John Pickavance	1 <sup>st</sup> Stage Rally Co-Driver
<b>Committee Bowl</b>	Dave Fox	2 <sup>nd</sup> Stage Rally Driver
<b>Rootes Trophy</b>	Pat Egger	2 <sup>nd</sup> Stage Rally Co-Driver
<b>Viking Trophy</b>	Ben Heggs	Autotest Champion
<b>John Southerington Trophy</b>	Will Herbert	1 <sup>st</sup> Club Member on the Club's all day autotest
<b>Tony Delahunty Trophy</b>	No contenders	Trials Champion
<b>William Yeates Trophy</b>	John Fox	Speed Champion
<b>The Solo Trophy</b>	Chris Ladkin	Autosolo Champion
<b>Duckham Trophy</b>	Richard Egger	1 <sup>st</sup> Clubmans Championship
<b>Bristow Trophy</b>	Pat Egger	2 <sup>nd</sup> Clubmans Championship
<b>Rob Lake Trophy</b>	Anji Martin	1 <sup>st</sup> Marshals Championship
<b>Mary Sills Trophy</b>	Clive Martin	2 <sup>nd</sup> Marshals Championship
<b>Bender Trophy *</b>	Richard and Andrew Egger	Best 'off'
<b>Clubman Trophy *</b>	Dave and Wendy Smith	Contribution to the Club

\* The Bender Trophy (for the 'Best Off') and the Clubman Trophy (for the person who has contributed something special to the Club) are awarded by Committee decision.

## Other Award Winners

### 12 Car Series

1 <sup>st</sup> Driver - <b>Bill Herbert Plate</b>		Clive Martin	
1 <sup>st</sup> Navigator - <b>Loughborough Trophy</b>		Anji Martin	
2 <sup>nd</sup> Driver	Harvey Steele	3 <sup>rd</sup> Driver	Chris Bravington
2 <sup>nd</sup> Navigator	Martin Pitt	3 <sup>rd</sup> Navigator	Martin Davies/Andrew Duerden

### Evening Grass Autotests

1 <sup>st</sup> Class A	Oliver Michaels	1 <sup>st</sup> Class B	Ben Heggs	1 <sup>st</sup> Class C	Chris Bravington
2 <sup>nd</sup> Class A	Ashley Brownlee	2 <sup>nd</sup> Class B	Clive Woodhouse		
3 <sup>rd</sup> Class A	Clive Martin	3 <sup>rd</sup> Class B	Dave Smith		

**Junior Clubmans Championship**

- James Starmer

**Junior Marshals Championship**

- Tanveer Solanki

**1<sup>st</sup> LoCC Member on the Donington Winter Series 2024-25**

- Daniel Pick



Ben Heggs  
Autotest Champion and  
1<sup>st</sup> Class B Grass Autotest



Oliver Michaels  
1<sup>st</sup> Class A Grass Autotest



Dave Smith  
3<sup>rd</sup> Class B Grass Autotest



John Pickavance  
1<sup>st</sup> Stage Rally Co-Driver



Dave Fox  
2<sup>nd</sup> Stage Rally Driver and  
2<sup>nd</sup> Road Rally Driver



Pat Egger  
2<sup>nd</sup> Stage Rally Co-Driver and  
2<sup>nd</sup> Clubmans Championship



John Fox  
1<sup>st</sup> Road Rally Driver and  
Speed Champion



Wendy and Dave Smith  
Clubman Trophy



James Garner  
(joint with Baz S-W)  
1<sup>st</sup> Stage Rally Driver



Richard Egger  
Bender Trophy and  
1<sup>st</sup> Clubmans Championship



Chris Ladkin  
Autosolo Champion



Ashley Brownlee  
2<sup>nd</sup> Class A Grass Autotest



Martin Davies  
(joint with Andrew Duerden)  
3<sup>rd</sup> Navigator 12-Car Series





# A wonderful review of Tim Sturla's 2024 motorsport year

## 1. Stage Rallying:

Fellow club member Andy Pawley and I started the year with a 'Rally Ronde' based at an Italian town on the coast between San Remo and Genova.



A 'Ronde' is a single stage completed multiple times (in this case, four) with a road section back to the service park. We were a bit nervy as on the previous rally, last year, we put the car off

the road in a mishap that was big enough to earn Andy the Car Club's Bender Trophy for 2023. The rally went without a hitch, however, and all was good: a steady rehabilitation run to 44<sup>th</sup> overall.

There's so much rallying in the North West of Italy it's not necessary to travel far, which makes things cheaper for the team costs. The 2<sup>nd</sup> rally was Regione



Piemonte which was a big rally (the main Italian Championship) set around Alba which is the home of Ferrero and thus Nutella. We retired in service unfortunately.

Our third rally was north of Alba around a small

town San Damiano d'Asti called Rally Il Grappolo. This was a very friendly rally with a stop for dinner in the square in the town. It's also the home of Campari/Martini/Aperol, etc. By now it was hot. Very hot. We finished the rally 28<sup>th</sup> without any issues.

Our fourth rally was Rally di Castiglione Torinese. This was situated so close to Turin that we stayed in Turin for the duration. It seemed a bit strange to have really good, remote-feeling stages so close to such a big city. An example of



the friendliness we often find in going to Italy was: we'd been given some inaccurate information about where to get the roadbook. In Italian, it's called a *radar* (!) for the *recce*. We went to an industrial unit belonging to a company sponsoring the rally. No sign of any roadbooks but there was a celebration for an employee who had just got married, so we got pastries and a very nice reception from them, plus the directions we needed to find *recce* signing-on ! We finished the rally 25<sup>th</sup> overall. I'd got a cold so I wasn't feeling great so I

nipped out to a *farmacia* and they recommended some demon tablets that actually came from just outside my home town of Ashby !

The final two rallies of the year were both DNFs unfortunately. One was at the town of Asti, famous for Asti Spumante and damage to the sump guard pushing-in against some pipework led to us retiring to make sure we could preserve the engine. On the final round – the same rally that we'd had quite a big crash last year – we managed to clip a rock in a cut that caused the wheel to break, and that was that. The rally leader did the same thing except at the



speed he was going the rock forced him off-road. We just had to pull in, off the road, and become spectators. We couldn't use the spare as we'd already used it for an earlier puncture.

Part of the reason for Andy buying a car for Italy, rather than renting, was to help set-up a new team for our friends out there. During the year they have become established with a decent workshop, van, etc. They are now renting Andy's car out occasionally to other drivers and running it on the events. This is helping our old pal Fabrizio to slow down a bit work-wise, do more domestic rallies, and a little less travelling. He had worked with Oliver Solberg when he had his own car, and was part of VW Motorsport when they ran the Polo in the WRC. For the last couple of seasons he's worked on World Rallycross with the Polo RX Red Bull team.

## 2. Road Rallying:

We started the year with Andrew Duerden's 12-Car in January, with Andy Pawley in the navigator's seat. We managed to keep my Nova on the road this time (a year on from planting it in a hedge) but managed to arrive at a time control in the wrong direction. My fault - sloppy plotting !

The second 12-car of 2024 was my Grace Dieu event from the Cross Keys in Newbold Coleorton. This time I took the route over into South Derbyshire and even a short piece in Warwickshire, around No Man's Heath. We had a good entry and I hope (almost) everyone enjoyed it !



My daughter Katie and I took the Nova to the HERO-ERA 'Rally for the Ages' based at their HQ at Bicester (next-door to the MSUK). It's a great introductory road rally with special tests for historic cars.

In a bid to get more youngsters into historic road rallies; if the combined age of the

crew is less than 70 years, you can have the £250 entry for free ! Katie hadn't done anything motorsport-wise except driving the Nova on one of the



summer grass autotests, so this was 'dropping her in it', but we muddled through between us and finished 10<sup>th</sup> overall ! In my opinion the HERO-ERA



events are (usually, but not in this case) quite costly, but extremely well organised with excellent mechanical back-up, should you need it, and are very sociable. I'm hoping we can just squeeze in another free event in 2025, depending on the date - which could

be crucial, (and this event was the day before my birthday!). I'd also like to do some other of their one-day events, time permitting.

Katie and I also did the first 12-Car of the 2024-2025 season, which was Richard Lumb's event from Burton on the Wolds. We were Absolute Beginners because Katie's never looked at a map before, but she took to it really well: 'a chip off the old block'. Unfortunately, neither of the kids are showing much passion for doing any more motorsport... it'll probably be cheaper that way!

### 3. Other



I was saddened to hear of the death of Rod Bint in October 2024. When I joined LoCC in 1989 he was a very friendly 'larger than life' character. He had always got a tale to tell. Long after he had lost touch with the Car Club I would see him annually at a XC running event called the Seagrave Wolds Challenge where he looked after the results/timing.

Speaking of which: after doing Richard Lumb's December 12-Car and my commenting to Katie that I'd be back on the same roads days later for the Turkey Trot half marathon, who turned-up at the start: Richard Lumb, doing race course-closer (although I'm sure it's not called that in running) !

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# Rixy Stages

## Richard Elms' end of year report

This was our last event for 2024. We've already got clubs asking us to attend their events in 2025 so you'll still hear about our travels next year (boo, I hear you say !).

An early alarm was set for Sunday morning, 29<sup>th</sup> December. We left home at just after 5:15, slightly earlier than planned and, as it happened, just as well. On our way and not too far from home we were passed by someone travelling at warp speed. We thought it was an unmarked police car. About eight miles on and we came across a massive accident, debris everywhere, two cars in hedges and a number of cars stopped. Given the number of people present we didn't stop, and just half a mile later we saw a police car going to the scene. We learned later the road was closed for seven hours.

The rest of our journey was uneventful and we arrived in good time at STANTA (Stanford Training Area for the British Army, near Thetford). We'd already been told we would be start radio for the South Stages (SS1 and SS3, Oakwood Farm) for the morning and SS5/7, Robins Lodge (North Stages) for the afternoon. Our Stage Commander for the morning was Stuart Kingham; for the afternoon, Tony Jones. So we settled down for SS1.



09:00, car 1 into SS1, 1 minute intervals, not too long after we got a call on the radio to say car 5, Mark Jasper, a Nissan V6-engined 6R4, had stopped. We were just about to release car 12 into stage when the call came "car on fire, hold the stage". Yup, car 5 had got going again and then run into further problems. He'd only got to somewhere between posts 4

and 5 on the stage. Baz Wheeler/John Pickavance were one of the first cars on scene I believe. I'm told by the event organisers that the fire was out before Rescue and Recovery got there. Steve North/Ian Jones added to the Loughborough contingent in their very nice Mk2 Escort. Unfortunately they ran into clutch/gearbox issues from what I was told and we didn't see them



after SS5 despite some frenzied work after SS1—it looked as if the issue recurred.

We got going again and the Scrutineer on the start line (yes, you, Neil Dodd) spotted that car 23 had a flat tyre on the driver's side front, it turns out there



wasn't a valve fitted! So he pulled over to change the wheel, the old fashioned way: wheelbrace and ordinary jack. It took 14 minutes ...

And the next shout, car 38 had gone off and beached on a mound alongside the road. Another shout, car 51 had gone off and hit a tree. Initial reports were that

the co-driver was trapped in the car. We then realise it was Ellie Taylor/Cat Lund and as it is LHD, it was Ellie who couldn't get out. Cue worried looks on our part for both of them. Rescue/Recovery got there and found that Ellie had managed to get out. We spoke to Cat later in the day and were mightily relieved to learn that both were shaken but otherwise fine. Unfortunately I wasn't able to talk to Ellie's Dad, Darrell, who I've known for some while.

So, at the end of SS1, it was 56 cars into stage, three stopped in stage and 53 out. A debate followed by the Clerk of the Course and others and we were advised, owing to delays, that SS3 and 4 have both been cancelled in order to get the event back on schedule.

We relocated to the North Stage start line and met up with Tony Jones. Deputy Stage Commander was Paul Jeeves who commanded here last year. As we were right next to the service area we got a lot of service crew spectating which made getting car numbers awkward given where we were able to park. SS5 got under way. 51 cars into stage, car 7 ran into mechanical issues as did car 36. Car 7 managed to get out of stage under his own steam.

Our final stage of the day, SS7, and with 47 into stage, car 55 stopped in stage with a broken driveshaft, bad luck for Laura and Duncan Christmas in their

BMC Mini. At least the sun had come out by now to replace the mist from the morning.

So another event under our belts, accompanied by Loughborough 5, Richard and Jo Smith who spent the day on the Northern Stages. It was about an hour before we got away, as we had to wait for the South Stage to finish before we could leave the venue. A long day by the time we get home, we both slept rather well which, for me, is unusual these days.

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## **Rixy Stages (or ‘we came, we saw, we did a little rallying’)**

### **Rixy Stages from co-driver Titanic/JP’s perspective**

As a last-gasp event and a time to blow some cobwebs away over the Christmas period, the non-championship Rixy Stages on 29<sup>th</sup> December was ideally placed.

It had been decided as an end of year ‘play day’ that both the Metric Services and Intrinsic Works rally teams would converge on the MOD base in Norfolk for a ‘Last Hurrah’ so to speak.

It’s a sealed surface single venue event put on as a tribute to the late Ian Rix who made and supplied many quality parts to clubmen rally teams.



The Metric team took down the usual tarmac car and the Intrinsic team (of Steve North) took the potent modern 2.4L Mk2, a proper weapon! Scrut on the Friday was easily passed with no issues for either of us, but it was a surprise for me to see Baz's recently sold original car MBC in the scrutineering bay now decal-ed up for another team. I still don't think he's got over selling her yet: so many events and memories. Neil and Val were there as part of the organizing team helping to process all the cars.

After a good overnight stay near Thetford we rolled up to the STANTA MOD training area where the stages were to be held. It was a bit of a mystery as I had looked at maps of the area, but there was no stage information or online videos because of the 'secret' nature of the area. After a bit of milling around we both set up camp next to each other and waited for the drivers briefing, the issuing of time cards and road books.

Eight stages were on offer featuring 'one long, one short' each run twice, both forwards and in reverse totalling 56 miles. There were however lots of chicanes and tightened junctions, somewhat spoiling the entertainment. But most interesting was the road book with only tulips and 1:25000 map extracts of the stages. I'm told this was rather more information than the previous year when just tulips of the junctions and chicanes were issued.

Anyway, all was sorted and we lined up at the start seeded at 10. The first stage started with a relatively simple couple of corners and a chicane before a long straight peppered with more chicanes. However we only got about ½ mile into it before being flagged down by other competitors stopped to help car 4 which was on fire ! The 6R4 was still burning and there was a pile of useless fire extinguishers beside it.

The various hand-held compulsory units had been discharged and reduced the size of the fire but not put it out. However, more worryingly the 'Fire Sticks' that most, including us, now carry would not ignite. They had all become damp, sat in cars. Please check yours if you have one ! After a short while the stage fire crew arrived to finally extinguish the fire, and as such we set off at low speed driving through the stage to get a nominal time.

Stage 2 start was a short distance from the end of 1. Here we finally got started, having a good run through the four miles. It was quite interesting to have to read the stage off the maps and detail the chicanes, the map reading being OK for me but I think some would struggle.

Back at service with no issues we waited the arrival of our friends seeded at 14. It turned out they were held at the start of 1 because of the fire incident, then when given the go-ahead, the car had managed to fall to bits, the gearbox separating from the engine resulting in no clutch. They limped into service having not really completed a good stage. The combined service crews then descended on Steve's car: stripping the clutch and gearbox out to check everything.

I spent some time chatting to the results crews sorting out our 'nominal' time for the first stage. A good result as we got the time of car 3 and were 4<sup>th</sup> overall after two stages !

Time rolled on and on and nobody was re-starting. It turned out that there had been a big accident involving one of the later cars and, as such, after numerous possible re starts, stages 3 and 4 were cancelled.

So we broke for lunch and a re-start on the stages the other way round. Stages 5 went well apart from a rather hairy backwards at 60mph into a T-junction. Luckily, we stopped going backwards just before the shrubbery, but a fair way off the road. About 10 secs were lost getting back on the road. All good fun though. Then on stage 6 (despite a minor misfire) we were going well only to suffer a 'red flag' about ¾ of the way round as a car had had a significant accident. Queue another nominal time. This took some sorting out but thanks to Val again, this was eventually resolved.

We finally got to do both stages in the final loop which was good to round off the day. Sadly our friend Steve in the Intrinsic works Mk2 had a total nightmare of an event as even after the rebuild following the morning's issue, they suffered more transmission and engine issues in the afternoon and had to park up on the last stage.

Unfortunately all these incidents somewhat coloured the experience of the day (only 24 of the 56 miles counting), although hats off to the organizers for keeping it all together following the two big hospital job accidents.

Our reward was a 6<sup>th</sup> overall and 3<sup>rd</sup> in class. Could have been 2<sup>nd</sup> without the highspeed reversing (?) but a fair result for the effort. A big thanks to Jake our service crew for all the hard work... mainly on Steve's car.

Keep it shiny side up and roll on new adventures during 2025.

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# Rallying on Two Wheels

**Chris Ladkin**

Last year saw me finally scratching the motorcycle itch and I went and bought myself a bike: a Honda CB500-X. This mid-sized bike would ease me back into biking and would also, unexpectedly, open up the door to motorcycle navigation rallying. Think of it as a bit like a 12-Car but on a bike.

February 16<sup>th</sup> found me riding an hour and a half down to The Old Prison Café at Northleach in the Cotswolds to sign on for the Cotswolds Discovery Rally along with 27 others. The event is organised



and run by RallyMoto, who are the big name in motorcycle navigation events in the UK and they also run foreign events to Portugal and Greece.

It only took a few minutes to bolt on the navigational tablet and controller and then it was into the café for a coffee and some training on how the



navigation works. This was a tarmac only rally, so no off-roading here. That was good for me as I don't have off-road tyres... or the requisite skill levels.

The bike world uses tulip diagrams too, so that's a relief, although they orientate them to the

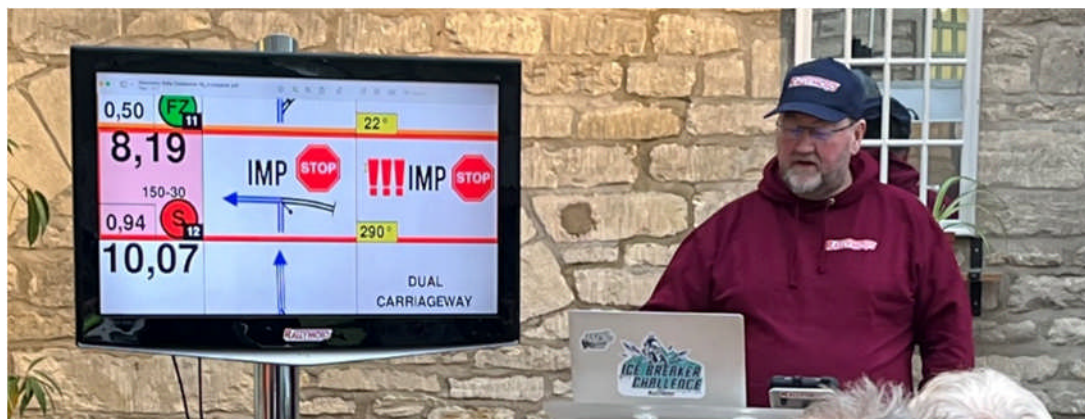
direction you are travelling, so the bottom is where you are and the arrow is where you should head. The screen also gives you exact distances for the junctions and the tablet has an odometer built in for you to keep track of where you are.

They also use compass bearings (known as CAP headings – something to do with the French I guess) as this is the same type of navigation used in the big international events like Dakar. This is somewhat simpler (it would have to be !) because it is the direction you are supposed to set off from a junction. So, as you approach the junction you take a note of the heading you are currently on, say  $24^{\circ}$ , and the instruction tells you to head off at  $345^{\circ}$ . A quick calculation tells you that you are turning  $39^{\circ}$  to the left. Unlike events like the Dakar where it will tell you that your next nav point is 22km away and you're in the desert, the next nav point on this event is only a kilometre or so away, so you know that you're on the right track quite quickly

When you go wrong (obvs) there is a function (top two buttons on the handlebar controller) whereby you can reset your tripmeter to what it should be once you've returned to where you knew you were correct.



Training done and tablet and controller all switched on and it was up to the start line for the off. At the start you zero your tripmeter and then you're off. You aren't timed at all and there is no time limit on this but the organisers did



ask that, as we were starting at about 11:00am it would be nice if we could all be back by 4:00pm so

they could get home at a reasonable time. The route was about 90km long and even allowing for a coffee stop at half way, I still made it back to the start venue just after 2:00pm.

The scenery, as you can imagine being in the Cotswolds, was stunning even if I didn't see much of it as I was doing my best impression of a nodding dog looking at the tablet and then the junction and back to the tablet etc. etc. whilst talking myself through it at the same time.



I thoroughly enjoyed the event and the navigation wasn't too onerous. Just like 12-Cars, they do like to send you the long way around grass triangles so whenever you see them at things like staggered crossroads, there's a good chance they'll send you around both which means that in 50 metres or so you can get six tulips. To make sure you've gone to right way there are digital



waypoints inserted into the navigation which show up as a big green tick (half the size of the entire tablet screen) similar to us using code boards. Miss it and you get three penalty points.

There are also precise navigation zones (PNZs) that track where you went wrong and record a penalty – even if you correct yourself – and you don't have to go very far down the wrong road for it to pick up the error – 10 metres or so will do it and that's another three points. Along the way we encountered towns and villages, just like 12-Cars, where the organisers will set a speed limit and if you go over these you will get a penalty, only this time it's five points. They don't need a judge of fact or observer as all the tablets are logged into RallyMoto central and big brother (Burt) is most definitely tracking you.



I eventually came 14<sup>th</sup> out of 28 with no waypoints missed, no speeding penalties, (although I'm sure I saw some red warnings appear on the tablet, but maybe they were being lenient as this was my first event) but eight PNZ errors, so 24 points in total. Incidentally, no-one cleaned it, so there were no 'Zero Heroes' this time.

Yes, I will be doing some more, although hopefully when it's a bit warmer !!

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# Measuring time

## Technical report from John Dowson

What is time ? Don't worry I am not about to dive into the Special Theory of Relativity but ever since Bertha Benz drove her husband's car on a journey of 66 miles in August 1888 and demonstrated how little time it took to complete



Analogue watches

the journey—compared to other available transport—time has been a part of every driver's journey. In other words: the elapsed time for the journey.

As soon as cars began to compete in speed tests, the accurate measurement of elapsed time became

important and the same is true of motorsport today. The vast majority of motorsport timing is of short periods, as in autotests or race laps.



Halda Twinmaster, first introduced in 1958

Things can get longer in rallying but periods are usually less than one hour, and stage or section start-times will be on the organiser's rally time.

So, this means that there is almost no reference to 'real time' as in Coordinated Universal Time (UTC), other than with regard to signing-on and scrutineering start times. But that does not mean that resolution and accuracy are not required in event timing systems and the duration of a second,

minute or hour has to be of an acceptable accuracy relative to a UTC to allow repeatable time comparison between events and venues.



Race laps are often timed electronically by a transponder fixed to each car which is triggered by a cable buried under the start finish line as the car passes over it. That is gradually being superseded by satellite timing systems and this is a good time to establish some correct terminology. The term Global Positioning System (or GPS) is used as a general term for satellite positioning and timing systems, but GPS refers to just one system. There are four major ones and a modern satellite receiver will switch between systems according to the one giving the best signal strength. So the correct terminology for any satellite positioning system is Global Navigation Satellite System (GNSS).

For many years competition timing was done by mechanical stopwatches which have now been replaced by electronic versions. A hand-held electronic stopwatch uses a quartz crystal as its time reference. These work well for the typically short durations of a race or an autotest lap but the crystal is sensitive to temperature variations which can cause a drift in frequency and therefore time, thus limiting accuracy over a period of several hours: one reason why some rallies have 'clock cars' to check marshals' clocks before a section opens.



Rally timing presents the most difficult timing challenges as all clocks used in the rally need to be synchronised to the same time and be able to maintain that accuracy over the whole day's competition. It is undesirable to have marshals adjusting clock time and this is where a system such as Rally App Live comes in. This first appeared after the Covid pandemic and one of the first clubs to use and develop it was Loughborough Car Club who realised that this was the way forward in adopting technology for rallying. Because it uses smart

phones, all phones are linked to network time. This may not be quite the same as UTC but at least all phones will have identical time to a high level of accuracy, and because they are using an external time standard they will maintain that accuracy throughout the event.

But many UK Historic events will not be using smartphone timing systems. The most common rally clock fitment is a Brantz Rally Timer which uses a quartz crystal as a timing element and therefore is subject to the same drift problems as a hand held stopwatch. They will actually be much worse as the car will probably be stationary for quite long periods in sunny or low temperatures when in-car dashboard temperatures can vary widely causing increased timing drift. Then there is the problem for any in-car clock: synchronising it to rally time. This will usually be done by synchronising a hand held stop watch to rally time and then transferring it from the stopwatch to the rally clock. Hardly a very desirable process and ideally rally clocks should be removable and self-powered for a short period to allow them to be directly synchronised from the master rally clock.

A lot of organisers' master rally clocks will take their time standard from a low frequency radio signal transmitted from Germany. They all have an indicator icon to say whether they are truly receiving that signal or are running on their internal quartz crystal timing element. It is good practice as a competitor to check that the icon is indicating lock, as the internal timing element could be several seconds away from a locked time which will be UTC time.

Those of you who have tried historic rallies in mainland Europe will be aware that they do things rather differently. Apart from timing methods, I was once told that if you turn up in a car with less than four additional forward facing lights then you may not be taken seriously. And that was for daylight events ! But timing is likely to be supplied by the organiser and be electronic. The popular Tripy unit, or similar transponder, also gives the organisers a constant readout of your position and speed. Most organisers now give serious penalties for speeding through towns and villages — which transponder systems make possible and, of course, they also make for speedy publication of results.

It seems to me that the UK is very much out of touch on all of this for historic events believing, in some befuddled way, that 'how it used to be done is how we must keep it'. In fact, working with a Halda and mechanical watches is rather outdated so why not throw it all in the bin and embrace modern technology. All other aspects of Historic events have changed compared to in period, including the modern environment they run in, so why try to hang on to these outdated techniques.

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## **Inclusion in Motorsport Award**

### **Richard Egger reports on well-deserved recognition for the Club**

This year was the first time that Motorsport UK gave an award for encouraging Inclusivity in motorsport. This award went to Loughborough Car Club for its long-running Disabled Driver Scholarship. Pat and I were invited to attend the 'Night of Champions' at the Royal Automobile Club's headquarters: a very posh place indeed.



The Club has been running the scholarship since 2008 really, and now we are trying to get the idea expanded into three clubs, with support from the FIA (via MSUK). Who knows where it might go, but the timing of this award—as the scholarship moves into the next part of its life—is appropriate.

Over the years a lot of members have supported the scholarship with time and money: some marshalling, some fixing, modifying or adapting the car. Many have taken their turn as instructor-navigators. When we had a whip round for money people always chipped in. In truth the whole project would not have happened without the support and tolerance of our great Club members.

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## **Letter from Motorsport UK**

### **Update from Comp. Sec. Richard Egger**

Dear All - The attached has been sent by Motorsport UK to all clubs and regional associations. The background is that there continues to be a small number of events and individuals who ignore the PR consequences of 'bending' or flouting the regulations.

It is the responsibility of all of us to protect our future by behaving responsibly: this goes from competitors to spectators, and service crews to organisers.

The danger of the current culture is that one stupid act could go viral, and then our sport is left in an indefensible position.

**To: Road Rally Event Organisers/Clubs/Regional Associations.**

19<sup>th</sup> March 2025

Dear all,

Throughout its rich history, Road Rallying has endured many challenges from external sources, many of which have threatened the existence of your part of the Rally landscape. With close cooperation between Motorsport UK in its previous guises, Event Organisers and Clubs, and the Regional Associations, the sport has continued – and continued to provide an excellent entry point into Rallying.

The 2024 season was a great year for Road Rallying with, in large part, well-organised and well supported Events that are worthy of celebrating and demonstrated best practice. We have seen several excellent, young organisers administering Events across the country, bringing with them a new level of understanding of the Regulations together with great professionalism. These organisers have administered some excellent Events for Competitors, that also meet the demands of relevant legislation and the National Competition Rules.

As many of you will be aware, we have started 2025 with a number of challenges, which is placing Road Rallying under the spotlight in a way that we have never seen before. These challenges are all coming from within and are all completely unnecessary – and totally avoidable.

Road Rallying is a dedicated and treasured discipline, forming the foundations for many Rally careers and bringing with it many loyal spectators and organisers. It is also a discipline that places significant safety and organisational responsibilities on Organisers and participants that, if not complied with, have the potential to present significant risk to participants and the wider community. It is therefore vital to ensure that both legislative and regulatory obligations are strictly complied with to minimise any safety risk to communities and ensure the Rallies can continue to prosper. If legislation, authorisations and regulations are not complied with, it presents a **significant threat** to the future of Road Rallying.

The work that the Competition Authorisation Office (CAO) undertakes, together with the RLOs and our Insurance Brokers and Underwriters, is vital to ensuring compliance with legislation including The Motor Vehicles (Competitions and Trials) Regulations 1969 and the Road Traffic Act (the 'Relevant Legislation'). Stringent checks are being carried out on every Road Rally and **any** discrepancies will be strictly dealt with – including referral to the National Court where necessary. Motorsport UK **will not tolerate** non-compliance with Route Authorisations and / or the Relevant Legislation. If any such non-conformities are found, the Club's ability to apply for Permits and organise future Events shall be **suspended immediately** pending further investigation.

Previous non-conformity by certain Events have resulted in increased attention from members of the public, which are becoming increasingly difficult to defend. In recent weeks, we have seen reports to MPs and members of the Welsh Assembly, calling for Road Rallying to be investigated and stopped immediately. Whilst Motorsport UK are doing their best to defend the Sport and safeguard its future, the future of Road Rallying is in your hands, don't be the ones that result in sport being stopped indefinitely.





These Events take place on open public highways and are increasingly popular with spectators. That popularity does not mean you have permission to drive in a manner not compatible with the Road Traffic Act or general safety, those few seconds you may think you save by sliding into junctions can have serious consequences to both the safety of others and the sport. Driving standards must improve.

Competitors are reminded that it is essential to have adequate RTA cover including appropriate event top-up cover. Incidents of non-compliance with Motorsport UK Regulations, the Road Traffic Act or insurance requirements will reduce the availability of affordable insurance cover, potentially resulting in the **withdrawal** of cover for motorsport events on the public highway and **seriously damaging** both Road Rallying and Rallying as a whole.

Motorsport UK wish to be perfectly clear with this: we want the sport to continue, we want to continue to support Event Organisers and Clubs, we want to retain the rich history of this part of the Rally landscape – but compliance with organisation and participation in these Events must be in accordance with the NCR and the Relevant Legislation. Safety of all participants must be paramount. **This is not negotiable.**

If we continue to see the behaviours we have witnessed since the beginning of the season, Motorsport UK **will not permit any Road Rally Events until such time that we are confident that this conduct has stopped.**

If you are contacted by members of our Rallies or Legal team over the coming weeks seeking information to support the ongoing investigations, please work with them.

Please work with us to ensure that Road Rallying can continue long into the future, providing an entry point into Rallying in a way that can be enjoyed by everyone in a manner that is safe, fair and fun.

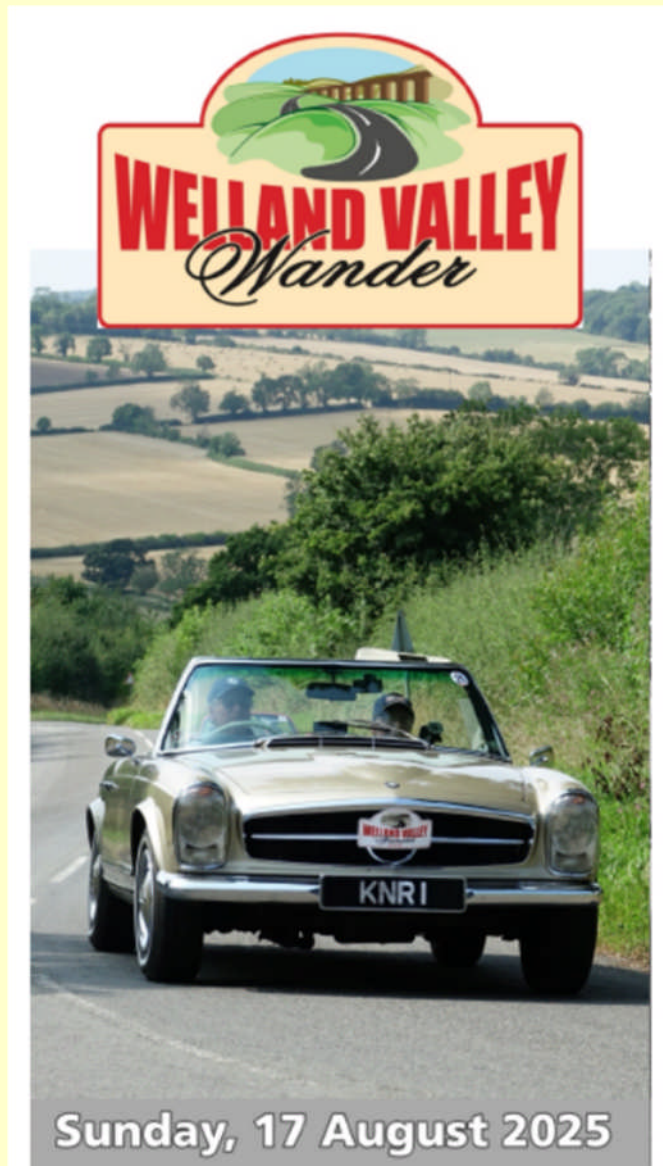
With Kind Regards,

Motorsport UK



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## Welland Valley Wander 2025 – a grand day out



A new route with beautiful views and fascinating places welcomes all classic and newer, captivating cars.

**All proceeds will go to LOROS**, the Leicestershire and Rutland hospice.

The date is **Sunday, 17<sup>th</sup> August**. The start venue will be at Sacrewell Farm which is located adjacent to the A1/A47 junction between Stamford and Peterborough. The finish will be at Lamport Hall, south of Market Harborough. The hall has extensive gardens and is home to the oldest known garden gnome in the country !

Entry form at:

<https://wellandvalleywander.info/2025-entry-form/>