

Roundabout

May 2018



Beautiful day at Goodwood Members Meeting

**BOGNOR REGIS
MOTOR CLUB**



www.bognor-regis-mc.co.uk

 Bognor Regis Motor Club Members and Friends

Participants on the Sun Run



Photo's from Mick Briggs

The Committee

President	Derek Bell MBE	www.derekbell.com
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Committee	Denis Bratley Graham Porrett	

The Committee meets on the 1st Thursday evening every month from 9pm at The Spur, Slindon, BN18 ONE (on the A29 east of Slindon itself).

Map ref: 197 SU/97050815 or N 50°51.88' W 0°37.34'

Next Meeting 7th June 2018

Dates for your Diary

May

13th	Grass Autotest	Chris Mason	Kestrel Farm
19th	RetroRides Sprint day	Mark Saunders	Goodwood Circuit
20th	RetroRides Show Day	Mark Saunders	Goodwood Circuit

June

17th	Grass Autotest	Chris Mason	Kestrel Farm
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July

5 th to 8th	British GP	silverstone.co.uk goodwood.com	Silverstone Goodwood Estate
12 th to 15th	Festival of Speed		
21 st to 22nd	Camping Weekend and Grass Autotest	Chris Mason	Kestrel Farm

August

19th	Grass Autotest	Chris Mason	Kestrel Farm
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September

2 nd	Regis TAP	Ali Green	Sussex & Hampshire
7 th to 9th	Goodwood Revival	goodwood.com	Goodwood Circuit
16th	Grass Autotest	Chris Mason	Kestrel Farm

October

4 th to 7th	Wales Rally GB	walesrallygb.com	Wales
7th	12 Car Regularity	Volunteers Please	Map 197

Editorial

Welcome to the May edition of your magazine. For those of you (and I am sure there are many) who religiously file your back issues in strict order I would like to draw your attention to the fact that there was no April edition.

There are reports on the Goodwood Member's Meeting and the Spring Sun Run kindly done by Ali Green and Mick Briggs, and we are anticipating a busy few weekends with the Autotest Championship kicking off and Retro Rides at Goodwood.

Colin

EXCITING NEW-LOOK ROUTE FOR 2018 DAYINSURE WALES RALLY GB

After last year's incredible Dayinsure Wales Rally GB, we have been working hard to ensure that this year's event is no less amazing and are confident the earlier date (4-7 October) will bring even better weather! We will announce the full route next month when tickets go on sale, but in the meantime, we wanted to update you on our exciting new-look route. As in 2017, the event will blast off at Tir Prince on Thursday evening, before Friday's north Wales stages. Many of the classic forest tests around Aberystwyth, which in recent years have been included in Friday's schedule, will now feature as part of a jumbo 'Super Saturday' bill in mid-Wales. The show moves back to north Wales on the Sunday with a new Power Stage venue. Further, a change in the law by the Welsh Government facilitating closed-road motor sport in Wales means we are now able to extend the rally routes in a number of smaller forests by closing short stretches of roads. The final route for the 2018 Dayinsure Wales Rally GB – and the WRGB National Rally – will be announced in April when tickets go on sale.

S & G Printing Group Harry Flatters Rally – 29 July

Brecon Motor Club are recruiting stage marshals and radio operators to ensure the smooth and safe running of the event, on the demanding roads of Epynt.

The first competitive car will start at 08:30hrs, with official safety cars traveling the stages from 07:45hrs.

If you can assist in any way possible and have a preferred location, we will do our up most to allocate you.

If you can't assist on our event, please pass on our invite too your fellow club members.

Wayne Aldridge Event Chief Marshal

wayne_gmc@hotmail.co.uk

07508132377

Grass Autotest Season

This will shortly be upon us with the first event on 13th May, so time to get your entry in to Chris Mason who has been working hard to pull the championship together. It would also be a plan to have a look at your vehicle if it is not in daily use! As an encouragement to members, the club may be able to help if you would like to compete but are lacking suitable equipment!

Spring Sun Run – March 2018

Last February James McDonald announced he would be running a weekend social rally based in Ypres, Belgium but rallying in France in late March 2018. As I knew that we would have run the last Regis Classic Tour by then, and would probably be at a loose end around that time, we entered. We decided not to take the car trailer as it would have been difficult to find somewhere to leave it and the tow car. The start was in Ypres with the finish about 90 minutes south of Calais on the Sunday afternoon.

Mick had spent some time after last year's October Sun Run replacing the clutch on Mavis the Riley Elf. It turned out that we'd punched the centre out of the clutch plate, resulting in no drive and an early bath, on day two, of a four-day event! After having the Elf recovered to a garage near Metz, Adrian Flux Insurance agreed to a 400-euro taxi for us to get back to Eclance to collect the Skoda and trailer. We missed one night on the rally and caught up at lunch on Wednesday as the rally was stopping at Simmershof on the Maginot Line for a visit. We could then take up the final two nights accommodation having collected Mavis. We managed to follow the rally down to the finish missing out on the minor roads, where we could have got the trailer stuck!

This time Mick had been all over the car and checked everything he could think of. We decided to go over on Thursday lunchtime to allow time to drive from home to Dover and then the trip from Calais to Ypres. We had a trouble free but very noisy run being well shaken up before arriving at the Best Western Flanders Lodge on the outskirts of the city at about 17.00. We'd arranged to meet our Dutch friend Carla and her friend Aat as it was her 70th birthday the day before, so we had a delightful evening together with dinner in the hotel. We hadn't seen either of them since last March on the RCT so had a lot to discuss.

After breakfast on Friday, Carla and Aat decided to head back to Rotterdam and dropped us off in Ypres city centre on the way. It was another really cold day with a bitter wind, so we had a wander around and then walked back to the hotel (this took about 30 minutes). By the time we returned many of the other crews were arriving so there was much socialising.

Regular Sun Run competitors (when they are not producing the results) Martin & Lesley Neal were out in their MG Midget with Lesley driving – she had a rotten cough and wasn't feeling particularly bright. There was a fabulous selection of 42 entries ranging from 1934 Talbot 90 through to a 1997 Vauxhall Corsa and a 1998 Mazda MX5. The majority were 1960 and 1970 vintage with 14 MG variants, 5 Mini models (including Mavis), 3 Volvos, a 2 Lotus Elans, Porsche 914GT, a couple of Lancias and a few others. The event is generally for "Classic" cars but as it is a friendly rally rather than fully competitive there are exceptions.

Signing-on is always a very brief affair and was followed by an early dinner at the hotel so those who wanted to, could attend the nightly 8 o'clock service at The Menin Gate to commemorate the fallen in The Great War. There are 58,000 names carved

onto this memorial including my late Godmother's father Percy Stone who won a Military Medal in the Battle for Passchendaele (he was a runner)! James had arranged to lay a wreath on behalf of the Sun Run competitors and Organising Team and this was one of about 20 laid that evening alone. James was in the Army before moving to France to live and run his Gites business with wife Sarah.

We were lucky enough to blag a lift to and from the ceremony with Neil and Christine Worsfold in their lovely two tone 1960 Ford Prefect 107E Saloon, the rear bench seat is tiny and although the car is four door it wouldn't have accommodated someone very large.

We were in for an early start at 08.15 on Saturday morning but at least the forecast predicted better weather and although initially damp it did improve considerably and after so much cold wind it was quite pleasant. The rally proper was based all on French roads to cater for James' permit so we had a run out into the countryside and didn't need to look for tiny code boards or the slightly larger route check boards until we travelled over the Belgian border near Oost-Cappel. Most of the route had been emailed in advance to allow the navigators to plot it onto the Michelin map.

James had planned an excellent and picturesque route and we were starting to find the code boards and passage boards plus the manned passage controls. There are also Question sections where you need to look for the answer on the route. Coffee was at Aire sur la Lys at a Carrefour Supermarket. This first leg was 84 kms. The next leg to lunch was 92kms and was taken at La Coupole, the WW2 V2 rocket base. We had a huge tuna baguette (Mick and I shared one) and delicious tart au abricots before a tour of the museum. This was all underground within the confines of the launch site which sits under a thick concrete dome.

There are long corridors with alcoves showing the various exhibits, you could have spent all day there but after seeing one of the films we were ready to hit the road for the afternoon leg. Mick had some plotting to do but it didn't cause any problems and we had a stress-free afternoon of 104kms back to Ypres.

The evening dinner on Saturday was much more relaxed and the hotel produced another tasty meal for the 90 or so mainly English competitors. This was followed by a session in the bar (although being party poopers we headed for bed quite early). The clocks changed that weekend, so we were up at silly o'clock for breakfast.

The Sunday leg saw the skies brighten and at 08.05 we were soon driving through the Belgian countryside again. Once over the French border Mick was again on the maps keeping us in the right direction. We had a coffee & pee stop in the Grange aux Damiers, club house of a local motor club, near Nedonchel after 90kms. We then headed off for the final leg of 120kms finishing at Restaurant de Catherinette on the outskirts of Saint-Michel-sur-Ternoise for a full four course meal followed by prize giving.

We were very pleased to find that Martin & Lesley had won the rally with us in a surprising 3rd place overall. Soon after the presentation there was a discussion and much embarrassment from Sarah who was doing the results. She'd given someone a penalty when they shouldn't have, which resulted in them being 1st overall. We all tried to return our awards but were told not to and apparently James got another made for this crew. As is the ethos of this rally, it is such a social event that no-one

minds who wins as long as you've had a good time. James was raising money for the British Legion Poppy Appeal and the rally plates had a poppy on them. He had a raffle at the finish and collected money selling poppies and flags raising about £800 for the appeal.

We were booked on the 18.30 ferry from Calais and as Mick had had a beer I drove back to the port. Mavis hadn't missed a beat all weekend and we were soon on board. By the time we landed Mick decided to take over and we hit the motorway. Luckily the traffic was very light being Sunday evening with few big lorries. I'm always concerned that the foreign juggernaut drivers won't see us buzzing along at 55 mph and we'll get squashed but being dark by now we at least had the bonus of lights to warn other drivers. As Mick drove up the off ramp at Pease Pottage he hit the brakes and realised we didn't have any!!! Luckily the traffic lights were green and with the up slope and handbrake he safely pulled off into an entrance. We soon realised that one of the brake pipes had split and brake fluid was spraying out every time you put the pedal down. Mick managed to disconnect the pipe and plug the hole with a bolt. We then purchased some more fluid at the Services opposite and although the pedal was not working fully he managed to drive home.

It was a super weekend and the car is now repaired and ready for her next outing, *which probably won't be until the Ross Traders in July.*

Congratulations to Martin & Lesley for a great result, especially as Lesley was not feeling 100%.

Ali & Mick

Membership News

The following members are due to renew:

Ivor & Elaine	Heading	Chris Need	Lisa Robinson
Fran Wheeler	Denis Bratley	Norman & Sarah	Norman
Allan	Abrams	Gerard	Soothill
Martin & Lesley	Neal	Mark	Collings
Terry & Debbie	Holmes	Michelle	Cooper
Ian	Windsor	Ian & Vicky	Molyneux

Membership Renewals

Please can you let Gary (Membership Secretary) know when you pay your membership subscription by sending the completed form with your cheque or proof of payment. Many thanks

Goodwood Members' Meeting on Saturday 17th March

Mick and I had the good fortune to get some tickets for this meeting along with our friends Jerry Hughes from Wellesbourne and girlfriend Laura. With the weather forecast predicting another "Beast from the East" we warned the others to bring their ski-wear. It was a good job they did! We went out to dinner at the Star & Garter at East Dean on Friday night to meet Jim & Angela McDougall, regular entries on the Regis Classic and TAP tours and had a great evening. When we left around 22.00, there were clear skies and not particularly cold temperatures.

Overnight the weather turned completely and when we left for Goodwood at 08.30 there was a biting easterly wind with snow in the air. Although the car thermometer was showing zero it felt an awful lot colder.

We all looked like an advert for Michelin having got between 3 - 5 layers each, ski pants and jackets, hats and gloves. We were prepared as we could be and decided our day would be split between the various cafes on site watching the practice sessions and late afternoon races and warming up at the many braziers situated in various locations. This proved to be an excellent way of keeping the chill off.

We started off in the paddocks and then headed towards Madgewick on the infield finding a suitable sheltered café for bacon buttie and coffee. We then decided to spectate from the pit lane terrace which was icy and prompted a swift return to ground level. There were various things going on around the circuit including a sort of Autotest in open buggies on the skid pan featuring huge inflatable balls that refused to stay on the track in the high winds.

As usual there was an amazing selection of cars from the early 1900's though to the 1980's. The practice sessions varied depending on the weather conditions at the time, there was a near white-out at one point during the afternoon during the Formula 5000 demo. My sympathies went out to the brave and hardy drivers in the open cockpit cars who had absolutely no protection from the weather. It was amazing that there were so few spins and spills during the day considering that snow was falling onto the circuit making it very slippery. Considering the value of many of the cars some of the practice runs resulted in the drivers gingerly making their way around the track, trying to find some grip and trying to avoid any spins that happened around them. As it was the Members' Meeting there were few areas not open to the public, so we spent time wandering around the various paddocks to look at the delicious selection of cars. The vintage race for specials was particularly unusual and included a couple of cars running without bodywork and one with an aircraft engine.

There were two races planned for Saturday afternoon and both went ahead without too much drama and with a lot of enthusiasm on the part of the drivers. The first was the Ronnie Hoare Trophy for road-going sports and GT cars of a type that raced internationally between 1963 and 1966. This was won by James Cottingham in a Porsche 904 Carrera GTS, 2nd was James Bellinger in a Morgan Plus 4 SLR and 3rd was Vincent Faye in a Ferrari 275 GTB/C. The final race of Saturday was the Gerry

Marshall Trophy for Group 1 saloon cars of the type that raced between 1970 and 1982. It was a two-driver race and won enthusiastically by Kerry Michael/Mark Blundell in Michael's Ford Escort RS2000, 2nd was Mikes Whitaker & Jordan in Ford Capri 3.0 S, 3rd Bruce/Tim Harvey Rover 3500 SD1. Three quarters of the way through the final race, about 6pm, still just light but the chill was really starting to set in, I decided to head for the Daffodil café to warm up. The others decided to stay on the outfield opposite the pits to watch but were soon making their way into the marquee as well. We enjoyed a fish and chip supper and drink before heading out for the evening Street party and had fun with Mick and Jerry grabbing mats and having a go on the Helter Skelter. We then all visited the "Wall of Death" which was great fun. To watch a young girl with no helmet or protection leap onto a vintage Indian motorcycle and power it up the wooden sides of the wall, narrowly avoiding travelling over the top into the spectators and then doing it without hands on the handlebars is sheer madness.

At one point there were three bikes whizzing around at the same time – well worth a visit if you get the chance. From here we had a ride on the Gallopers, all the horses only have a foot rest on one side and with the cold you needed to hang onto the pole to avoid slipping off but again good fun.

Our last ride of the day was the big wheel, which was very chilly especially as you went backwards over the top and getting off was an art, as the snow was falling onto the wooden floorboards making them like glass. We then warmed up in the big top with a jig around to the Motown Tribute band which was very loud. At 20.40 the Samba band formed up and processed across the concourse followed by stilt walkers and fire jugglers, all of which had lights attached and the beat certainly got the diminishing crowd wound up. They finished just before the fireworks started at 9pm. These were fantastic, the last two sequences where to classical numbers with Land of Hope and Glory as the finale and they were superb. We then walked back to the car and luckily managed a swift exit despite the mud (Jerry had bought along his Subaru 4WD) and were home in ten minutes supping hot cocoa and whisky!

I must admit that I've enjoyed days at Goodwood more, the polar weather conditions really reduced the numbers and due to the high winds Goodwood couldn't light the massive bonfire that had been built. I think the Daffodil Café Marquee would have probably gone up with it. It was a tribute to the amazing team of Marshals that were obviously stood out in the cold for many hours, hopefully no-one got frostbite? The hospitality teams were also up against it as many of the youngsters working didn't appear to be appropriately dressed for the weather. We only had tickets for the Saturday and I'm glad as I really didn't fancy another freezing day spectating. Apparently, we were told by friends who went, the numbers were much reduced. Probably not good for all the food concessions and certainly not for the ice cream vendors! Goodwood tickets are sold in advance so it's up to the ticket purchasers to cope with weather conditions over the weekend.

Ali Green





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APPLICATION FOR MEMBERSHIP

ANNUAL SUBSCRIPTION: £25.00

(includes spouse/partner & children under 25 years old - all living at the same address)

I would like to apply for membership of the Bognor Regis Motor Club and enclose sum of £25.00. Cheques payable to: Bognor Regis Motor Club Ltd
Bank transfers to Bognor Regis Motor Club Ltd Sort Code 20-20-62 Account 40177997 Please use your name and membership number as a reference.

I declare that I shall at all times endeavour to maintain the good name and dignity of the club and abide by its rules and regulations. I am acquainted with and agree to be bound by the general regulations of the M.S.A.

Member(s) names

.....

.....

Address:.....

.....

.....

..... Postcode:

Telephone: Mobile No.....

Email

Applicants signature:

Date:

Please return to The Membership Secretary: -
Gary Thompson, 5 Pay Gate, London Road, Washington, West Sussex RH20 4DL
Tel 07861 380818 – Email: membership@bognor-regis-mc.co.uk

Notice to all club members: The information held by Bognor Regis Motor Club Ltd will only be used by the Club for contact with its own members and will not be divulged to any other person or organisation outside the Bognor Regis Motor Club