

Quinton Motor Club Ltd



The Story so far...





Foreword

This publication is the result of over two years of investigative research and subsequent communication with many past members of Quinton Motor Club. No formal record of the Club's history or its activities existed before this task was undertaken.

I would particularly like to acknowledge the involvement of the following:

Mike & Hilary Stratton, who were the driving force behind the whole project and have spent countless hours in research and communication with past members, far and wide, as well as many long journeys from their home in Devon to meet with the rest of us in the Midlands. The other members of the organising committee for the fiftieth anniversary celebrations for their hospitality at meetings, contribution of ideas, research for memorabilia, general good humour and enthusiasm that this milestone should be fittingly celebrated (in alphabetical order): **Ray Barlow, Susan Butcher, Mike Harris, Nick Jones & Graham Townshend**.

This publication has only been made possible by people turning out cupboards, garages and lofts to unearth long forgotten gems regarding the Club and its history. Foremost in this is **Mike Adams**, who has been the major source of information in that he has not thrown ANYTHING away since he joined the Club in the mid -1970s. Three big cardboard boxes arrived at my house one day in the early Spring of 2008, Ginny was not happy when they were returned just over a year later, she thought she had seen the last of them...!!

Others, not on the organising committee, that have unearthed memorabilia are (in alphabetical order): **Peter Bayliss, John Davis, Steve Eagle, Peter Gray, Neil Henderson** and finally **Dave Bullock** who attended the first meeting of the Club and whose recollections of the early years has enabled me to piece together the scant information that still exists from fifty years ago...!!

We all hope you enjoy this publication and that its contents makes you smile and brings back happy memories of your time in Quinton Motor Club.

Ian Butcher – June 2009

The History of Quinton Motor Club

Quinton Motor Club was formed in **1959** by a breakaway group of enthusiasts from the GKN Cam Club. The exact reason why the founder members of QMC decided to leave the Cam Club is lost in the mists of time. However, it is known that they were rally enthusiasts and wanted to concentrate on that branch of the sport, which was growing rapidly in popularity at that time. Such was the attachment to rallying that in the early days of the Club's existence your club membership number was your start number on the Club's rallies...!! Many of the local established clubs were concentrating on other forms of motorsport at this time and were perhaps guilty of not understanding how popular rallying was becoming. It is understood that the Cam Club met its demise in the late 60s when QMC was beginning to establish itself as one of the leading clubs in the Midlands, so perhaps that tells its own story.

History recalls that the inaugural meeting of the Club was attended by 25 – 30 people. It was held at The Punch Bowl public house on Ridgeacre Road, Quinton. This meeting elected a committee of management in the form of a Chairman, Secretary, Treasurer and Competition Secretary. There was no annual membership fee until 1960; people were charged 6d (2.5p – Ed.) to attend the monthly meetings. This was to cover the room hire of 15/- (75p – Ed).

In early **1960** the Club decided it needed an identity badge, several designs were put forward but there was no consensus of opinion so being gentlemen of the time the committee contacted the College of Heralds. They suggested that as the Club was based in England a rose, the symbol of England, should be incorporated in its design. Furthermore as the Club was a competitive body, involved in encouraging others to join, the design should be a Quintain, i.e. a rose surmounted by the arms of the Lord of the Manor. They came up with the Quintain Rose to signify to the world that the Club was a body of Englishmen looking to join others in competition, based in the Manor of Quinton...!!

In late 1960, as membership was growing rapidly, it was decided that the Club would cease to charge for each meeting and instead go for an annual subscription of 12/6d (62.5p – Ed.) It was calculated that this would produce a small surplus that would enable the Club to purchase a manual typewriter and a small hand operated duplicating machine...!!

The committee was expanded to incorporate a membership secretary and a social secretary, so the scene was set for the management of the Club, which has remained virtually unchanged in the intervening years. The Club became affiliated to the RAC in **1961**.

The early years

The earliest records that still exist regarding the Club's existence are some newsletters from 1964 and 1965, although two snippets in *Motoring News* record the Club co-promoting a rally with Walsall and Dudley CC's in April 1963 and a Sprint at Church Lawford, Rugby with Wolverhampton & SSCC and S.U.N.B.A.C in July of the same year. The January **1964** newsletter reminds members that their subscriptions are due, at the princely sum of 15/- (75p – Ed.). This was apparently the cheapest membership to any RAC affiliated motor club in the midlands.

Each month's newsletter featured event reports, articles ("Austin A40 to Innsbruck"), letters to the editor, items for sale, news of engagements, marriages and births, a member's crossword and lots and lots of jokes, many of which would now be unprintable...!! The magazines correspondents went under pseudonyms such as "The Original Rally Widow", "Thought Provoker", "Scrumpy", "Prematurely Greying Navigator", "Bird Catcher", "Complaining Rally Widow", "Phantom Slotter", "Old Spice" and "Ut Prosimus" On a more serious note the January 1964 editorial talks about the number of people killed over the Christmas holiday the previous month. Many of the deaths being attributable to drunken driving (*remember this was pre-breathalyser days* – Ed.).

The theme of the Club in its early years was that of the motoring "enthusiast", as the editorials in the newsletter called the members. The newsletter editor was constantly requesting members to set a good example in their driving habits and car presentation. His editorials

were usually of a serious nature and “scribe”, as he was known, would deal with a current or controversial topic, such as:

- the new “fast food” outlet at the Blue Boar services on the M1;
- making the fitting of wing mirrors to cars standard and not an optional extra;
- the results of Police spot checks on lorries and the fact that 30% had worn or dangerous tyres and 50% had inadequate or ineffective brakes;
- the “dipped headlights” campaign (*a campaign to encourage motorists to drive on dipped headlights in urban areas – Ed.*);
- the inability of the local council to keep the roads open when it snows (*nothing changes there then...!! – Ed.*);
- the introduction of new road signs and a review of the “New Road Signs” booklet, on sale for 6d (2.5p – Ed.);
- the demise of “hand signals” following the introduction of electric flashing indicators.

In the April 1964 edition of the newsletter the “scribe” berates the public for driving with radios blaring, for sticking plastic pennants of holiday resorts on windows and for filling their cars with “all sorts of trash” like artificial flowers in the ashtrays...!!

The editorial begins: “If there is anything guaranteed to make the hackles on my neck rise, make my blood boil and make me see red, it is the sight of a winkie doll, a plastic bird or a skeleton bobbing up and down in the rear window of a car”.

The newsletter was also a very informative document with differing articles such as:

“Keeping out the cold – or – what the well dressed marshal should wear”;

“The tuning game – or – you can’t get something for nothing (Parts 1 & 2)”;

“Fitting an ammeter to your car”;

“Replacing a compensated voltage control box with a current voltage regulator”;

and on a lighter note:

“Marshalling on the RAC Rally – or – we must be bloody barmy”.

There was also an excellent series of articles called “Whereaway” about all things navigational, including how to interpret the road ahead from information on an OS map.

For some unexplained reason there had been no club championships for two years but these were being revived in 1964, for rallies only. In these early days the Club itself organised predominantly road rallies and some driving tests. It also co-promoted an autocross with 432 Solihull M.C.

The Club’s early rallies bore a distinctly continental theme; their titles were pseudo-French being; “Rallye du Soleil”; “Rallye Acropolis Replique”; “Rallye d’Isis” and “Rallye des Flocons”. This is understood to have been done to add an ‘air of sophistication’ to them and make them stand out from the crowd. Most of the reports in the technical and motoring press in those days covered the continental rallies that were beginning to capture the public’s imagination. The “d’Isis” began its life as a rally organised in Oxfordshire and the Cotswolds, so it was named after the river Isis that runs through the middle of Oxford. The “Acropolis Replique” was named after the Acropolis Rally which was until recently Greece’s round of the World Championship. This had the reputation for being a tough event so the Club held their Acropolis in Wales and, without apology, made it as tough and hard as possible.

The “Rallye du Soliel” was co-promoted with the likes of Birmingham City Police Motor Club, Birmingham Young Conservatives Motor Club and the more conventional Redditch & D.C.C. In 1964 it had forty entries and actually started in Quinton, finishing in south Shropshire.

One of the more interesting social events was an invitation from Quinton Young Conservatives to join them at their film evening which was showing “The British Grand Prix 1958”, the classic “Coupe des Alpes 1958” and “A Tribute to Fangio”. This was such a success that the Club went on to book the Reel cinema at the top of Quinton (previously called the Danilo, Essoldo, Classic, etc.) for a midnight matinee. The auditorium was three quarters full and the above films together with various additions from the Shell and the Castrol libraries kept everyone entertained for well over two hours.

The club nights also included a sell-out "Twitch & Twist" where the local 'beat group', "The Citizens" provided the music. This turned out to be a real success. The following newsletters were full of praise for the event which was repeated twice during the next few months.

May 1964 saw the Club newsletter convert to an A5 booklet for the first time; this was to emphasise the committee's wish to create a club magazine, rather than just a newsletter.

To finish the year some of the Club's members joined 432 Solihull M.C. who were running the Hafren stage on the RAC Rally, first car due 4:30am...!!

The year ended with thirty four crews scoring points in the Club's rally championship and a Boxing Day trip to the race meeting at Brands Hatch. Unfortunately the racing was cancelled due to the wintry weather so the members that made the long trek from the Midlands had to be content with a night out in London.

The mid – 1960's

1965 started with a model motor racing evening organised by Carreras (*makers of cigarettes – Ed.*) After eight heats and a final the winner won - eighty Guards cigarettes...!!

The competition calendar for 1965 was:

- January – Rallye des Flocons;
- March – Rallye du Soliel;
- April – Production Car Trial;
- May – Autotest; this was held in the car park of the Perry Barr Greyhound Stadium;
- September – Rallye Acropolis Replique;
- October – driving tests;
- November – Rallye d'Isis.

The club ran regular family treasure hunts, the profits of these events were earmarked for charity. In March the Lord Mayor of Birmingham agreed to present a rocking horse and some paintings that had been bought by the Club, from the proceeds of the treasure hunts, to the Matron and House Governor of the Children's Hospital. The ceremony took place in the Lord Mayor's parlour at the council house in Birmingham.

The Club undertook to boost the appeal of the new A5 format magazine by attempting to conduct interviews of motor sport personalities and to undertake road tests of different cars. A very professional test of a Mk111 Austin Healey Sprite was included in the March magazine. Where the car had been obtained from is not disclosed but it was certainly put through its paces with 0-60, standing $\frac{1}{4}$ and 1 mile times being reported. As well as the efficiency of the brakes in an "emergency" U-turn through the central reservation of the M1...!! The summing up was, "a most impressive car for £611."

The first interview was something of an impressive scoop, Timo Makinen. Timo flew into Birmingham for a publicity drive following his Monte win and the Club were granted time for an interview. The interviewer was left with the impression of a quiet unassuming man that was a little overawed by all that was happening to him. This is contrary to his reputation, which was one of an inveterate practical joker.

1965 saw BP launch a national motor club championship. Four hundred motor clubs from across the UK entered the event. The format was that four motor clubs would meet at a venue arranged by BP, in the Club's case the Midland Hotel in Birmingham. Initially teams of two people from each club would compete against each other in a quiz. The winners of the



quiz then went forward to a "Build-a-Mini" competition. The Club met teams entered by Halesowen MC, Midland AC and Shenstone & DCC. The Club's quiz team won, beating Halesowen into second place by 15 points (145 to 130). The audience were then entertained by a film whilst the Club team of four were kitted out with BP overalls to attempt the task of building the Mini.

This was quite a task and involved assembling the best part of the shell (two side panels, screen, scuttle, roof, front wings, grill, both doors, bonnet, rear panel, internal trim (including both seats) and much of the wiring under the bonnet...!!). The actual assembly went very well and the verbal encouragement given by the fifty or so Club members that attended the event was very encouraging, but meant that the members of the team had to shout to each other to pass instructions...!! All four team members were seated in the completed car and the horn blown in 14:07 minutes, a very respectable time. The BP scrutineers (from British Leyland) then descended on the vehicle to check the quality of the workmanship. Time penalties were added for shoddy workmanship or missing components. The Club's final time was 18:07 minutes, this turned out to be the fastest time in the midlands and the fourth fastest in the country...!!

The fastest ten clubs in the UK were invited to a grand final at the Alcoa British International Trophy Meeting held on the May Bank Holiday Monday at the Crystal Palace race track in London. The Club met teams from, Borough 19 CC, 750 MC, Peveril LCC, Durham AC, Dukeries MC, Lincoln DMC, Thames Estuary AC, Farnborough DMC and Hampton DCC. The exact details of the results are not to hand but we know that the Club finished in second place. The prize was £500, a huge sum of money for the Club in those days, enough to buy a decent car...!!

1965 finished with thirty eight crews scoring points in the Club's rally championship that was held over eleven specified events that were all organised by midlands based motor clubs...!!

To finish off the year "Whisker Bill" announced a retirement:

"The retirement is announced of an old and faithful servant namely Austin Seven. She was born in January 1932 at Longbridge, a product of the craftsmen of the day. Reference to her character and reliability as far back as 1940 indicate that past employers spoke highly of her. In May 1959 she came to my notice as a "For Sale". £13 made me the new master and since that date Austin has carried me well over 100,000 miles, some eventful, some not, but all pleasurable. A quieter life is now in store for the old lady".

"Full o'Chat" was born in January **1966**, but unfortunately that's where our trail begins to go cold until the 1970s, we only have a limited amount of information about the Club in the years that were the high point of the "Swinging Sixties".

The late 1960's

"Full o'Chat" continued in the familiar vein of the previous magazine. In early **1968** our "scribe" was berating the world about the introduction of the new lower speed limits and how every road seemed to be the subject of this ridiculous down grading. He then went on about the fact that the government was considering the possibility of allowing learner drivers onto the countries motorways...!!

There was a "Foot and Mouth" outbreak so motor sport was suffering from severe curtailment, although only in certain areas. Despite this outbreak we know the Club organised a one-off stage rally on Epynt in July. This event is mentioned on page 209 of Martin Leonard's excellent book; "Epynt – A Stage Rallying History".



1969 saw the Club become a limited company. During a night rally in the south of England a competitor collided with an oncoming car killing the driver and all passengers. In the ensuing High Court case the Judge ruled that because the competitor would not have been there had it not been for the event in which he was competing therefore the organising club itself was responsible for the damages to the families involved. He further ruled that because the club was not a "body corporate" damages would be met by every individual member of the club to the extent of their personal means. This meant every club member would be made bankrupt to pay the damages awarded...!! The club involved appealed to the House of Lords, which upheld the decision, and sent the committees of every "non-incorporated" club in the country into complete turmoil. This meant that most motor sport stopped immediately. The Club's committee decided to take legal advice from a leading barrister in Birmingham, at the time it was the best £50 the Club had spent in that he advised that the Club should become a Limited Liability Company. The Club became Limited by guarantee of its shareholders (members) to meet the debts of the Club to a certain finite level therefore if someone made a claim against the Club it was now a "body corporate" and its members would only be personally liable for the maximum of their guarantee - £1...!!

"Full o'Chat" disappeared for the majority of 1969 when "scribe" took a new job and had to resign. The Club had great difficulty in finding his replacement; this was probably because "scribe" had been the editor of the newsletter/magazine since the Club was formed a decade earlier, so there was no other experience of this task within the Club's ranks.



1970's

The early 1970's

The minutes of the committee meetings of the 1960s have unfortunately been lost. The Club's history over the first decade of its existence has been documented from personal recollections and surviving copies of "Full o'Chat". The first formal records of the Club's activities are the part copy of the hand written Minutes of the Second Annual General Meeting of Quinton Motor Club Ltd being held on 27th January **1971**. A highlight of the meeting was undoubtedly the presenting of the "Clubman Trophy" to a female member for "her services on behalf of the club in the "Miss Midland Motor Club" contest"...!!

The first minutes of a committee meeting that still exist are also hand written and are dated 16th February 1971.

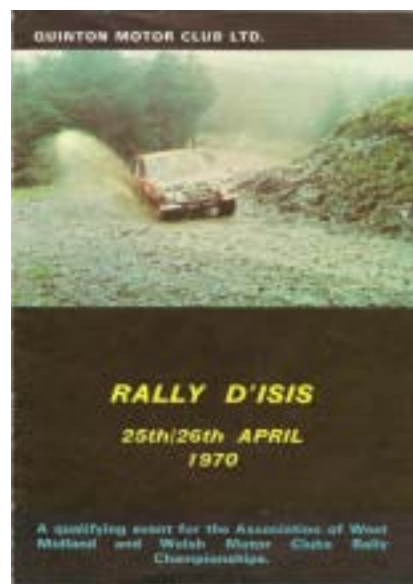
Fifteen committee members met at the Chairman's house in Bromsgrove. In the twelve years since its formation the Club had obviously already become very active with 296 members. The debate at the committee meeting included discussions about forthcoming events, awards, dinner dances and a disco. The disco was to be held jointly with Kidderminster CC. Ultimately the event was a great success being sold out with 160 people attending. The Acropolis Rally awards were to be presented at the club night on the 10th March.

The Novice Rally was also held in March. The route was 100 miles long with a start in Bridgnorth and a finish at the Heatherbrae Garage and the neighbouring Little Chef at Leebotwood. The Little Chef was a venue that was to feature on many of the Club's events over the next few years. The main awards were, as the title of the event suggests, only presented to the novice and beginners classes. However such was the popularity of night rallies in the early 1970s that in the maximum entry of 90 cars 29 expert crews entered to join the 38 novices and 23 beginners' crews; yes that's 23 crews that had never done a rally before...!! The rally adopted a novel idea when, just before their start time, the beginners were presented with a tracing of the route so that they could check that they had plotted it correctly. Of the 90 entries 45 crews were members of the Club.

Rally d'Isis regulations were due out in early March and a site for a Production Car Trial had been located in Romsley. The club funds stood at £789 6s 5d.

A Rally d'Isis report in *Motoring News* tells us that the 120 entry event was won by a Group 6 Mini Cooper S and what a fantastic event it was for an entry fee of 50 shillings.!! The first half was 120 miles long with 30 manned time controls...!! The second half was shorter and took the crews from the halfway halt at Llanidloes to a finish at Llanymynech via the classic roads in the area around Hafren forest.

Club nights were varied and well attended. The programme included such things as a Driver-v-Navigator football match; a skittles evening with Redditch & DCC; the Lucas Technical Department giving a talk on vehicle lighting; a beetle drive, a ladies evening..!? and a "Pram Rally". A pram was defined as a manually propelled 2, 3 or 4 wheeled device capable of carrying a passenger. Interpretations included industrial sack trucks, four wheeled flat beds and various home made structures, which frequently fell apart during the proceedings, to modified old prams. The rally..? a route of about ¾ of a mile in the local park...!! One member of the "crew" would push or pull the other over the undulating, often muddy, but always physically demanding route in the shortest possible time. This was always highly entertaining and provided great enjoyment for participants and spectators alike...!!



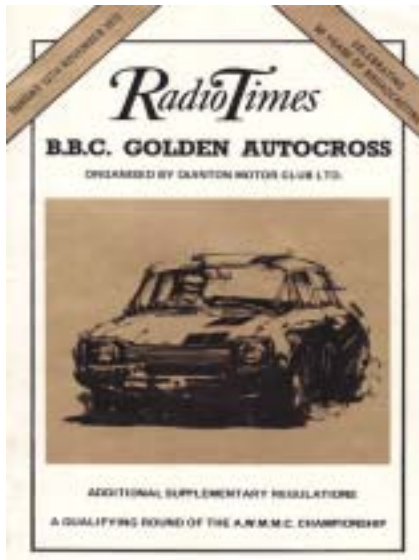
Although organising three rallies (Acropolis, d'Isis and Novices) that were all well received and ran with full or nearly full entries the Club had developed an enviable reputation for its autocrosses. The Club organised two per year and entries regularly numbered over 80 vehicles. The events were supported by national companies such as Castrol and National Benzol and were included in the BTRDA Championship. This success was acknowledged in December 1971 when a letter was received inviting the Club to organise a round of the RAC Autocross Championship in 1972. These events were also revenue earners for the Club as they were organised to cater for spectators. Spectator car parking fees regularly exceeded the events entry fees...!!



In 1972 the Rally d'Isis received nearly 160 entries for the 130 starting places. Nearly one third of these crews, 42 in total were members of the Club. Another report in *Motoring News* tells us that the event started from the Border Garage, Welshpool and used such classic night rally roads as the Elan Valley and the Abergwesyn Pass. The report concludes by congratulating the club on putting on an excellent event that catered for the novices as well sorting out the experts

The minutes of the committee meeting held on 18th July 1972 record the following:
"The Midland Director of BBC Radio and Regional Television has, via his secretary, requested QMC to organise an event during week commencing November 12th as this will be their celebration week (50th Anniversary of the BBC - Ed). The event would be on behalf of the BBC who would agree to completely underwrite the event, extensive advertising would be available. The event should take the form of sprint, autocross or rally".

After meetings with the BBC the Club chose to promote an autocross and so began the organisation of an event that has long since disappeared into the folklore of the Club, the



“BBC Golden Autocross”. The event was held in the field near Droitwich that contained the BBC transmitters. The BBC arranged sponsorship for each class from programmes that were made at their studios at Pebble Mill in Birmingham. So the Club got mentions on such TV programmes as “Wheelbase” and “Pebble Mill at One”, with “Come Dancing”, “Pot Black” and “Gardeners World” also sponsoring classes. On the radio front there was “Motoring & the Motorist”, “Woman’s Hour”, “Regional Extra” (on Radio 4), with the big prize being mentioned on “The Archers”, whose script writers had written a storyline that the local garage, “Ambridge Motors” had entered a car in the event..!! With a chance to appear on the television the event naturally attracted a full entry.

Earlier in 1972 the “Course Consultant” of the RAC Rally, Richard Harper, had approached the Club for assistance in running the Sutton Park stage in December. The organisation of the event was to be different from the past with a “Stage Controller” being allocated to each stage. They would then be responsible for the organisation of the stage and the recruitment of marshals. So began the Clubs long involvement in the organisation of this event. *(It still carries on to this day some 35 years later – Ed.)*

By the end of 1972 the club membership was nearly 400; however despite several attempts it had not yet run a stage rally.

1973 started with an increase in membership fees to £2 for a single membership and £2.50 for a family membership..!!

The Clubs competition calendar for the year included:

April – Rally d’Isis. The event ran successfully with a full entry of 130 crews. It finished at the Metropole Hotel in Llandrindod Wells. Different Club events were to be associated with the Metropole for over 20 years..!!

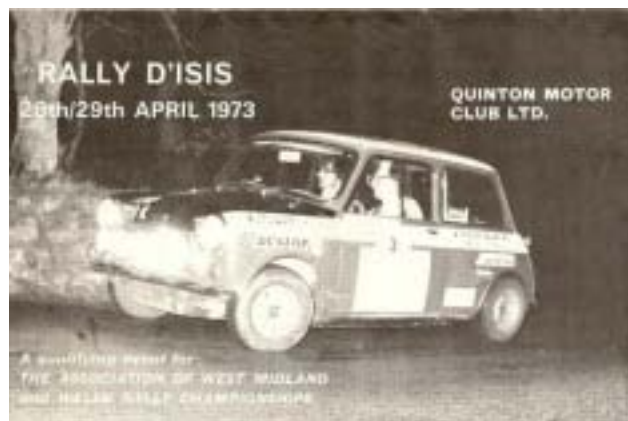
May – Production Car Trial.

June – Novices Rally. The event ran with 100 starters, although it did have its problems. The Club received a letter from the RAC forwarding complaints about dangerous driving, excessive noise and the route clashing with a children’s night walk..!!

August – Autocross. Sponsor by the “Opposite Lock” Night Club.

September – Rally Acropolis Replique. The event ran successfully with 110 starters.

October – Production Car Trial.



The highlight of the social calendar was undoubtedly the June Rally Forum which managed to attract the following star speakers: Richard Harper, Norman Salt, Mike Broad, Dave Stephenson, Bill Bengry, Will Sparrow and Colin Malkin.

The Club was at this time developing a close relationship with Kidderminster Car Club, the two clubs were holding regular discos, playing each other at football and co-promoting PCT’s, autocrosses and an aptly named “Quinkidd Gymkana”.

To round off the year the Club were asked by Richard Harper to run two stages on the RAC Rally in December, Sutton Park (on Saturday and Sunday) and the Burwarton stage, near Bridgnorth, on the Saturday..!!

The membership of the Club never did quite break through the 400 mark, 393 being the highest number. This was achieved at the end of 1973, just before the fuel crisis.

1974 and the Fuel Crisis

October 1973 saw the Yom Kippur War between Israel and its Arab neighbours. This resulted in a trebling in the price of petrol and even the threat of petrol rationing; ration books were issued but never used. The 1973 Winter Issue of the RAC Motor Sport News contained the following statement as its lead article:

"With motoring firmly in the grip of the energy crisis some motor sport enthusiasts may have a Merry Christmas but none face a Happy New Year. The RAC has no special knowledge of what the future is likely to bring nor access to a superior crystal ball. Most major sports involve the use of fuel to a greater or lesser degree, whether it be transporting a football team or race horses, let alone the attendant spectators. Currently, therefore, the RAC is not applying a ban on all motor sport but believes that a decision should await further Government guidance or edict in regard to sport as a whole. The situation is being kept under constant review and clubs will be advised as soon as possible of any change in policy. Meanwhile, organisers are asked to exercise their discretion in regard to such events as may be staged in order to comply to the full with official requests for a degree of fuel economy.

Road rallies are in a different position from the rest of the sport in that they are specifically subject to government control by means of the Motor Vehicles (Competitions and Trials) Regulations 1969. An instruction from the Department of the Environment was received on November 19th to cancel all rally authorisations issued by the RAC as authorising agent for the Department of the Environment, and to stop as far as possible all similar events on the highway automatically authorised under existing legislation. This instruction was promptly put into effect and a decision taken that until the future can be more accurately assessed there is no point in the RAC processing further applications for authorisation."

The minutes of the Club's committee meetings at the start of 1974 make little reference to this situation and in typical fashion it was planned to be "business as usual". The Club had planned to hold four road rallies, a stage rally (the first time that this had reached the planning stage), two PCT's, an autocross, autotest and a sprint.

As for the requested twenty percent reduction in motorsport the Club's committee came up with the following magnanimous undertaking:

- PCT's – reduce the number of hills from 16 to 12 and shorten them;
- Autocross – 1 practice lap instead of 2;
- Autotest – reduce the number of tests;
- Sprint – 1 practice run instead of 2.

Things didn't go all the Club's way though. The membership fell back into the 200s, where it has pretty much remained to the present day, all the rallies were cancelled as was the autocross due to the lack of a suitable venue.

The good news was that once the crisis was over, later in the year, the Club managed to organise its second stage rally. This event followed the format of the 1968 stage event which was a tarmac rally over the infamous Epynt military ranges. Fifty crews entered the event which was held during the night.



Despite the fuel problems the Club continued to have a very active social scene with club nights including; film nights, bring and buy sales, fashion shows, indoor rally championships, Scalextric racing, a tiddlywinks evening and a Christmas Review...!!

In those pre-PC days the Club even organised a "Stag Night" which, not surprisingly, was very successful. There was also an annual dinner dance that was held at the "Blue Gates" in Smethwick where the Les Smout Band provided the entertainment.

Need a break from the fascinating history of the Club..?? Try this from "Full o'Chat" December 1974.

There are five cars parked beside each other in a car park:

1. Mr Allen owns the first car
2. Mr Allen's car is parked next to the Morris
3. Cream is the colour of the middle car
4. A Ford is on the right of an Austin
5. Mr Davies has a Vauxhall
6. Mr Jones uses BP petrol
7. The car that uses Esso petrol has Dunlop tyres
8. Mr Smiths car has Goodyear tyres
9. The car that uses Jet petrol is parked next to the one that has Avon tyres
10. The man that uses Cleveland petrol has a blue car
11. Mr Williams has a black car
12. Gulf petrol is used in the car next to the one that has Michelin tyres
13. Red is the colour of the Ford
14. Gulf petrol is used in the Triumph

Who has Pirelli tyres..??

Who has a yellow car..??

And before you ask - you'll have to work it out for yourselves as we never did find the "Full o'Chat" with the answers...!! – Ed.

The mid 1970's

For many years in the 1970s the Club ran an annual driving test for the Disabled Driver's Association. In 1974 this clashed with a date proposed for a PCT. Such was the relationship between the Club and the DDA that the Club took the decision to postpone the PCT. The driving test was its usual success and the DDA were, as ever, very beholden to the club.

In the early years the club headquarters were at the Stag and Three Horseshoes Hotel, Halesowen. A move in 1972 took the Club to the Holly Bush Hotel on the Hagley Road West in Quinton. An increase in room hire in 1974 saw the Club move again to The California Inn, Barnes Hill, Weoley Castle. The room hire fee at the California was three guineas...!! (£3.15p – Ed.) The Club departed from the Holly Bush with good grace presenting the landlord with a pen set and his wife with a bouquet of flowers.

The ever increasing problems in organising road rallies saw the committee have its first discussion regarding a forest allocation in July 1974. For various reasons it would be another six years before the Club ran its first forest stage rally in Radnor Forest in December 1980 (see *History of the Forest Stage Rally – Ed.*). To reflect the increased significance that stage rallying was beginning to have at club level the Club introduced stage rally drivers and co-drivers championships into its club championship calendar in 1975.



By the mid – 1970s the autocrosses were becoming difficult to organise, mainly due to a lack of suitable venues, they were only featuring spasmodically on the competition calendar, as was the Novice Rally. A rally called the Tarmac Trek was held in early **1975** but only attracted forty six entries. The d'Isis never appeared again as a night rally, the last one being the very successful 1973 event.

The Club was going through a tricky time at this point in its history, undoubtedly influenced by the vast increase in petrol prices following the Yom Kippur War in the Middle East.

On the positive side the Club organised its first sprint at Curborough in May 1975. The minutes of the committee meeting at the time urges all committee members to marshal and bring with them a bucket, brush and shovel..!! The event attracted 80 entrants, 10 coming from the club itself. The annual sprint at Curborough was to become a fixture on the club calendar for several years.

The first road rally to be held since the Fuel Crisis took place in September 1975. A very low key Acropolis Rally started in Bromsgrove and finished in Tenbury Wells. It attracted 70 entries, a far cry from the days when full entries of 120 or 130 crews were the norm. However, it was very successful and was the rebirth of an event that would grow steadily in stature to become a fixture in Welsh road rallying for the next ten years.

The club nights were still very popular and well attended with an amazing variety of activities on offer. Film nights were ever popular, as were a smattering of different quizzes and forums. A new addition for 1975 was the "Courtyard Trial". This consisted of teams of two attempting a driving test in the pub car park, with one crew member pushing the other in a wheelchair..!! The winners were declared on a quickest joint time basis once both crew members had acted as passenger and pusher.

July 1975 saw the last "stag night" that the Club organised. The girls who provided the "entertainment" are recorded as saying we were "a lovely crowd". Why was it the last one when it was one of the biggest fundraisers the club organised.? This decision followed the prosecution of a rugby club secretary for allowing an obscene act to occur on rugby club premises. The Club's secretary was not keen too follow him into custody at Her Majesty's Pleasure..!!

In the years leading up to the Birmingham Grand Prix there was a Birmingham Motoring Festival held over closed roads in the city centre. In October 1975 as well as providing six rally cars the Club built a float that was to be part of the main cavalcade. It was to take part in the cavalcade in a position that was quite inappropriate considering our connection with motorsport and driving - between the brewers Mitchells & Butlers and Ansells floats..!! The Club got together six female volunteers to hand out literature from the float and around the crowds. This turned out to be a huge success and attracted several new members to the Club.

October 1975 was a busy month for the Club because as well as taking part in the Birmingham Motoring Festival the Club managed to promote the Novice Rally over a 90 mile route in Worcestershire.

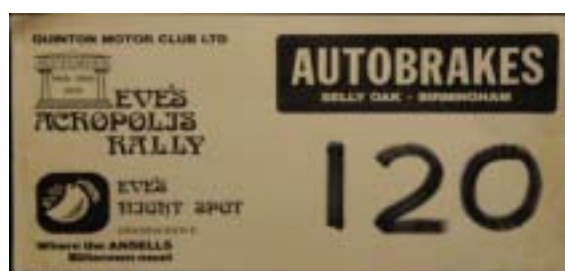
'Festivals' were obviously a big thing in the mid-1970s because the Club also got involved with the Sandwell Festival. Two events were organised by the Club on behalf of the Festival the first, in June, being entitled the "Texaco Tour Forum" (*just prior to the Tour of Britain, the event now copied by Tour Britannia – Ed.*). The council provided the Club with West Bromwich Town Hall for a panel that, thanks to the efforts of Mike Broad, included Ari Vatanen, Tony Fall, Will Sparrow, Russell Brookes and Mike himself. The panel provided the 150 or so people in the audience with a very entertaining evening of interesting and hilarious tales of daring-do. The Deputy Lord Mayor summed it up when he said "marvellous, extremely interesting, but off course they are all completely mad"!!.

The second event associated with the Sandwell Festival took place the following month and saw the Club promote its first BTRDA Autocross for several years, in of all places West Bromwich...!! The exact location being Swan Pool, Sandwell Valley. The event was once again sponsored by the Club's Vice President Martin Hone's Opposite Lock night club. The official photographs of competitors were rather unique with cars creating plumes of dust as they tore around the field, and in the background blocks of high rise council flats...!!



The Club joined the Bromsgrove area of the Sports Council following the government's "Sport for All" initiative. During "Sport for All" week, which was to be September 12th to 19th 1976, there was to be a "Three Towns Competition" between Bromsgrove, Kidderminster and Redditch. The Acropolis Rally was due to take place on the night of 18th/19th September.

After much negotiation with Bromsgrove Council the organisers of the Acropolis moved the start back to Bromsgrove town centre, where it had been the previous year and the crews from the Club represented Bromsgrove with Kidderminster CC and Redditch & DCC representing their respective towns.



The event was sponsored by Autobrakes, Birmingham and Eve's Nightclub, Bromsgrove. 66 crews started the event which drew specific praise from non-other than Tom Romanos (*Rally Liaison Officer for North Wales – Ed.*) who had acted as Noise Observer. He wrote to congratulate the club and sent a copy of the letter to the RAC. This was particularly welcome as

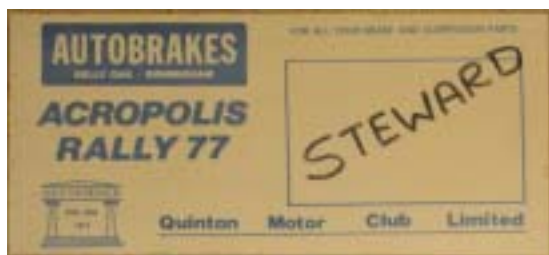
several night rallies held earlier that year that had been run in the same area and had caused many complaints and drawn much adverse publicity. The leader of Bromsgrove Council and twelve councillors attended the start. The council leader was very impressed with the noise test and scrutineering arrangements as well as how the competing crews were conducting themselves in the town. He commented to the organisers that if he heard complaints about rallies in the future he would take a far more balanced view before coming to any conclusions. The Club crews that had entered the "Three Towns Competition" on behalf of Bromsgrove did not fare that well. The competition was won by Kidderminster who beat Redditch into second place, the Club bringing up the rear.

The Club and Kidderminster CC. got together again in the October to finish off the year with a co-promoted autocross at Sion Farm, Kidderminster. The event was sponsored by the Tool Hire & Engineering Co. who were to appear as sponsors again on an event in 1977.

1976 saw the Club lose money for the first time. It is interesting to note that the Club funds were reported at the AGM as being £754.65p, almost identical to the amount recorded in the minutes of the AGM in 1971, some 5 years earlier. The Club committee embarked on a serious attempt to enhance club funds. The entrance door would be manned at club nights and non-members charged a 20p entrance fee. One of the joys of being a committee member for most of the 1970s was to take your turn on the door rota...!! Sponsors for club events would be actively



sought as it was realised that events must make a profit to contribute to the general running costs of the club which, now that membership had fallen below the 200 mark, was not being covered by membership fees.



The Acropolis Rally again secured sponsorship from Autobrakes, Birmingham.

The major fund raising event was to be a "Black Country Night Out" that was held at the Haden Hill Leisure Centre in September 1977. Professional acts from all over the

Black Country were booked to appear. The show was hosted by the legendary comedian Tommy Mundan, a sell-out audience of four hundred people attended an excellent evening and the club made £220 profit. The club funds at the end of 1977 stood at £1120, an increase of nearly fifty percent.

The late 1970's

The Club continued to struggle with the problem of getting a stage rally off the ground. The use of the Epynt Ranges for a repeat of the earlier event had not proved possible. An application for a forestry allocation was completed on an annual basis but again with no success. Various working parties had looked at venues in and around the midlands but with little success, and then came a breakthrough. The Club was involved in running a stage of the RAC Rally on the Burwarton estate. This association enabled them to negotiate the use of the estate for what was expected to be a single venue type event. However, whilst carrying out a route recce the Acropolis organisers had discovered an old airfield and some private farm tracks at Condover, just south of Shrewsbury, that could be linked with Burwarton to provide a 30 stage mile event within a 100 mile route. This was the first time that Condover had been used for motorsport. It remained in use as a place for single venue stage rallies for many years although the Club never returned to organise an event there. 1977 was the Queen's Silver Jubilee so the June event, which was sponsored by the Tool Hire & Engineering Co, became known as the "Tool Hire Jubilee Stages Rally"



1978. This was the year that the Lombard RAC Rally came to town...!!

The minutes of the committee meeting in December 1977 confirm the fact that the RAC Rally will use Birmingham as its base in 1978 and that the Club had been approached to "render some assistance".

There was also a major change proposed by the committee in 1978, a change of name. It was thought that, despite being one of the biggest motor clubs in the Midlands, the name 'Quinton' was beginning to hamper our negotiations with major sponsors who had on more than one occasion said "Quinton.....where's that?" Several combinations of title that included the words "Birmingham" "motor/motoring" and "club" were mooted; with the committee finally settling on the simplest; "Birmingham Motor Club Ltd.". However, when this was forwarded to the Registrar of Companies for a change in the company name it was discovered that a Birmingham Motoring Club Ltd. already existed and that nothing similar would be acceptable – hence the club is still Quinton Motor Club...!!

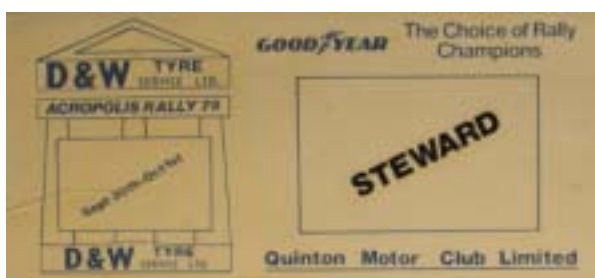
The club competition calendar had now settled into the following events;

Sprint – May;
Autocross – July;
Gymkhana – August;
Acropolis Rally – September.

The committee were finding it impossible, for a variety of reasons, to get another road rally off the ground. The organisation of another stage rally was proving difficult with Burwarton not being available and no forestry allocation forthcoming, despite the annual form filling and pressure being exerted through the regional associations.

From February onwards the RAC Rally had its own place on the committee meeting agenda as the Club began to prepare for probably the largest undertaking in its history. The Club President and Chairman began to attend meetings at Birmingham City Council in March 1978 where they gave advice about organising the rally headquarters in Birmingham.

Another major event in 1978 occurred in April when the Club moved its headquarters from the California Inn, where it had been for four years, to the Royal Oak, Manor Lane. Halesowen.



September was a good month for the Club as the Acropolis Rally ran very successfully with a full 90 car entry. The event had attracted a new sponsor in D & W Tyre Services Ltd. who were to go on to sponsor the event for the next 6 years.

Confirmation was finally received in September (only 2 months before the event...!!) that the RAC Rally organisers wanted the Club to take responsibility for the "Help Service". This service included the "Help Desk" in Rally HQ, a courtesy car service for competitors and organisers and the Parc Ferme in a city centre car park. The Club had anticipated this offer from the rally organisers and had already come to an arrangement with Colliers for the supply of twelve cars to act as courtesy vehicles. The team from the Club that was organising this undertaking had also enlisted the help of the other Birmingham motor clubs: Birmingham University, Coltec (Aston University) and the West Midland Police.

The following is an extract from a letter that was sent out to all of the 200 competitors:

"QUINTON MOTOR CLUB 'HELP' SERVICE
With the generous backing of the Collier Group, Quinton Motor Club will be providing a "Rally Help Service" for all competitors participating in the 1978 Lombard RAC Rally.
As in previous years this service will supplement the Lombard RAC organisation and will provide the following services:



HELP DESK

This will be situated at the Rally Headquarters in the Holiday Inn and is an information service to supply help, advice and assistance to competitors and service crews on the various problems that may occur in a foreign city.

The desk will be open from Thursday 16th to Friday 24th November, except when the Rally is "in bed".

MESSAGE SERVICE

The "Help Desk" will also pass messages between competitors and service crews, which will enable them to communicate with each other when breakdowns or retirement have occurred and normal rendezvous cannot be met.

Window stickers will be distributed at scrutineering giving the appropriate telephone number and these will be available for service crews, as required.

COURTESY CARS

A competitor's transport service will be available to transport competitors to and from "parc-ferme" and any hotel within the Birmingham City boundary. The cars will be supplied by Colliers and the drivers will be identified by the "Quinton Motor Club Help Service" badges.

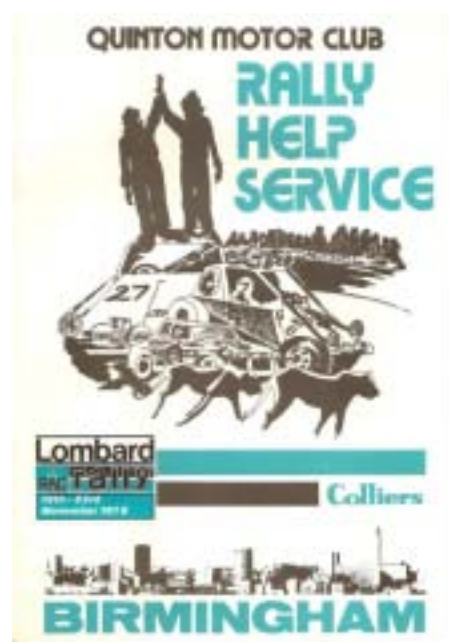
Collection from hotels will be subject to a booking made direct with the "Help Desk" or via a "Help Service" driver.

HELP SERVICE BROCHURE

This will be available to competitors and service crews and will contain comprehensive details of all the services we are offering, including information on where to eat, drink, dance, or just relax, whenever time permits.

The brochure is being produced in conjunction with the City of Birmingham Information Department.

On behalf of Quinton Motor Club and our other helpers (West Midlands Police MC, Coltec MC and Birmingham University MC) we would like to wish all competitors a successful rally and we will endeavour to make your stay in Birmingham an enjoyable one".



From these humble aspirations the Club got involved in a week of the most amazing exploits that no one who was involved has ever forgotten. The letter states that the "Help Service" will supplement the rally organisation; the fact was that it quickly became the hub of the event and the Ward Room, where the desk was located, was always a hive of activity. This was helped by the continuous showing of motor sport films borrowed from the Castrol film library that saw the likes of Bjorn Waldegaard (*Car 1 – Ed.*) and Marrku Alen (*Car 3 – Ed.*) sitting down with the rest enjoying the entertainment. So what did the people involved get up to? Apart from the general messaging and information services the tasks undertaken included:

- finding and providing a Japanese interpreter when one crews English was not as good as they thought;
- buying and transporting parts for a French competitors Fiat to - Keilder Forest...!!;
- obtaining several 'out of hours' prescriptions for competitors that were taken ill;
- being supplied with a large bundle of cash to go to Hardy Spicer's to get a new prop shaft for one of the course cars, and then delivering it to the north of England;
- transporting Peter Ashcroft and other Ford team personnel to the NEC for the finish ceremony.

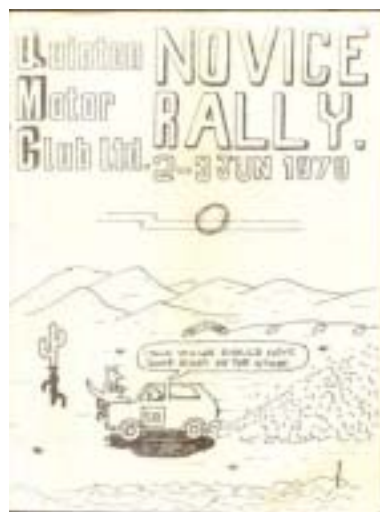
The team that had organised the "Help Service" were invited to the dinner and prize giving at the 'Night Out' (a large night club that stood on the Bristol Street/Holloway Head road junction – Ed.) where, as the finale, Hannu Mikkola, Arne Hertz and the winning car appeared up through the floor of the stage amid much dry ice and loud music. Outside some of the courtesy car drivers were still on duty transporting drunken competitors back to their hotels...!!

1978 ended on a very positive note because after the success of the "Help Service" the RAC informed the Club that they had been included as first reserve on the forestry allocation list. Actually getting their hands on some forests to use for an event was the Clubs next objective.

1979. In June the Club promoted the Novice Rally for the first time in four years and after the event probably wished they hadn't bothered. The rally moved away from the Welsh Marches area to a start in Redditch and a finish at the Strensham Service Area on the M5. The event was plagued by complaints and sensationalist headlines in the local press. In fact it became known amongst club members as "The Hells Angels Rally". This picked up on a headline from a local paper who had quoted one complainant as saying ".....they were driving around the countryside like Hells Angels.."

Despite doing all the necessary PR work it was obvious that the residents of the area did not really understand what a late 1970s road rally was really going to be like. Needless to say the Club never returned to that area to promote a night rally.

The Club made a major purchase in 1979; an old "Rollalong" builder's site cabin for use on events such as the autocrosses and PCT's. A working party was set up to refurbish the inside and then paint the outside in air force blue. The Quinton emblem of the lazy "Q" was then painted on the back in a striking rocket red...!! This refurbishment was quickly completed and the caravan made its debut at the autocross in July. This was to be the last event held in the Sandwell Valley due to the council giving over the land to a riding school. The Sandwell Valley had been the home of the event for five years.



The D&W Tyres Services Acropolis Rally ran very successfully in September with 100 starters enjoying a problem free event. Following the residents' complaints on the Novices Rally the Club had taken a positive step to enforce the regulations and 12 crews were excluded for not stopping at "Give Way" signs as well as three cars being rejected by the scrutineers.

Following the success of the "Help Service" in 1978 a request was received from Chester M. C. to assist in some way on the RAC Rally in 1979. The request was politely declined with the closing comment that everyone involved in Birmingham was going out to spectate in 1979...!!

1979 was definitely before what we have become to know as "politically correctness", one club night earlier in the year was a "Playboy" quiz, this was advertised in the magazine as "a physically and mentally demanding test of your anatomical appreciation and in the case of some members - their memory". The year was rounded off by the fifth and last of the Club's infamous Christmas Revues, entitled "Alice in Rallyland" this was held on the stage at the Quinborne Centre. The theme was that of a night rally that saw the route pass through such places as "Clockanignog" (*Clocaenog surely! – Ed.*) Forest, with Rally Grayson marshalling and the Smurfs manning the petrol halt at the Crossroads Motel. The entry included the Bee Gees (Saturday Night Fever), Gary Glitter, Olivia Newton-John, John Travolta and Rod Stewart who won the event and then regaled the packed audience with "Do ya think I'm Sexy?". This was a never to be repeated, fund raising event that bought the house down..!



1980's

The early 1980's

The new decade saw the Club continue in its usual vein of organising and promoting a good cross section of motor sport events, being:

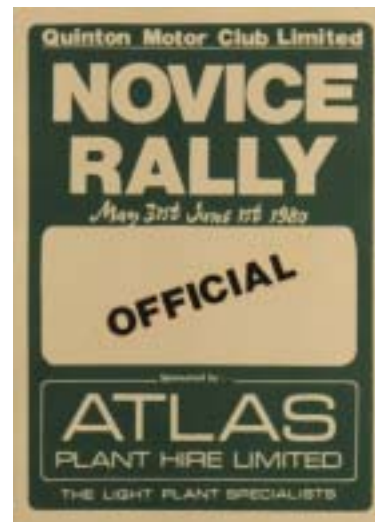
- May – Autotest;
- June – Novices Rally;
- July – Autocross;
- September – Acropolis Rally;
- October – Sprint.

A Stage rally was pencilled in for June but at the beginning of the year there was little idea on what venues this would use, however things were about to change.

April saw the annual dinner disco combined with the awards presentation at the Watercourse Restaurant, Stourbridge. The early 1980s saw the Club get back to its former strengths on the competitor side with over 100 members scoring points in the club championship.

The Novice Rally had grown in stature over the last few years, despite the problems of 1979 which had not affected the competitors. It had become the mid-summer event that everyone wanted to do. In 1980 the RAC gave the Club permission to run 120 crews. The lack of darkness at this time of year gave the organisers a real headache, however, by moving the start time forward to 11:30pm all crews were finished competitively by 5:00am.

Such was the intensity of competition within the Club for the club championships that in May the committee received a complaint from the autocross competitors regarding the structure of the speed championship. At this time in the Club's history the speed championship covered all events except rallies and trials. The autocrossers' complaint was that their season had hardly begun but another Club member who competed on sprints had already taken six class wins so had virtually sown up the championship before mid-year...!! They requested that the Club consider separate championships for sprints and autocrosses, thus the Coup d'Elan was borne in its original form. It was presented to the winner of the Club championship for sprints and hillclimbs. It was donated to the Club by the member who had six class wins under their belt by June...!!



The minutes of the July committee meeting record that the Club had, at last, been given a forest allocation (*for the full story see History of the Forest Stage Rally – Ed.*). This was some six years after the committee first discussed the possibility of putting on such an event. The rally would use Radnor and the smaller forest of Knillwood, giving about 35 stage miles. A date of 7th December 1980 was settled upon, so the Club had just less than six months to get its act together...!!

There was, however, some bad news in July when the autocross had to be cancelled. This was due to a lack of entries, only 38 were received. This was to be an indication of how that branch of the sport was beginning to decline; indeed the Club debated whether to attempt to put on such an event again. This was a far cry from the days when two of these events were run each year and the Club made a lot of money from spectator revenues.

August saw the Club promote a new event – an “autotest” at the skid pan at Fradley, near Lichfield. There was an appeal in Full o’Chat for old engine oil, water or anything else of that nature to add to the slippery nature of the surface. The event was a great success with 20 entries getting their vehicles very messy and lots of non-competing spectators enjoying the fun. The Club was to return to Fradley many times before the venue was converted into a kart circuit.



The Acropolis Rally past off successfully in September and a successful PCT was held in October as the Club waited with anticipation for the 7th December..!!

An interesting fact emerged at the end of the year from the door manning rota, yes if you were a committee member you still took your turn manning the signing in desk, some four years after the initiative began..!! 1980 had seen an average of over 40 people attending club nights with several peaks at over 60..!! There were also over 70 people who claimed points in the Club championship; this included ten ladies who competed for the Ladies Rosebowl.

1981. The proposed calendar of events looked more ambitious for the forthcoming year with the following events proposed:

February – “Autotest” at Fradley Skid Pan (this had to be cancelled due to heavy snowfall – it finally ran in August);
 March – PCT (ran with 23 entries);
 April – Sprint (ran with 45 entries);
 May – Atlas Plant Hire Novices Rally (ran with 120 entries);
 July – Castrol Autocross (ran with 50 entries);
 September – D& W Tyre Services Acropolis Rally (ran with 90 entries);
 October – Rallye d’Isis (see *History of the Forest Stage Rally – Ed.*).

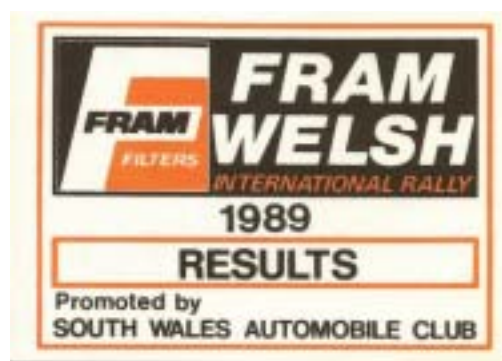


The club nights in the 1980’s were still following the tried and tested formats with film nights, hunt the marshals, Scalextric evenings, beetle drives, table top rallies and quizzes being the order of the day, together with a visit from Mike Elmanowski and his two twelve foot long python snakes..!! “Extra curricular” events included the annual dinner dance and awards presentation at the Watercourse in Stourbridge (70 people attending), a canal trip (sold out – the barge broke down as it was being turned around at Selly Oak and yes you guessed it someone fell in..!!), a skittles evening (55 people attending) and a gymkhana (with 14 entrants).

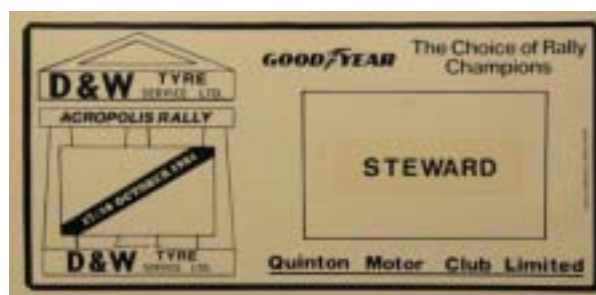


1981 also saw the Club start a ten year association with the International Welsh Rally. This event was becoming too big for the holders of the permit SWAC (South Wales Auto Club) to organise alone. The WAMC were afraid that the event would lose its place in the British Championship and the “spiritual home of rallying” would not have an event in the highest echelon of the sport. Consequently volunteer clubs were sought to help with the organisation and therefore save the event. QMC took on the organising of the results service; this entailed

providing PC crews, result liaison crews, results printout crews, information crews as well as headquarters crews. The PC crews manned 20 to 30 passage controls, phoning through times and the result printout crews organising printouts for competitors at points along the route. The event was a two day and a night affair, covering the whole of Wales, with around 200 stage miles (*roughly the equivalent of a modern WRC Rally – Ed.*) which started on Saturday morning and went straight through until late Sunday afternoon. This task proved a major undertaking for the Club, the statistics were quite mind-blowing. In a typical year over 70 club members would be involved, spending 800 man hours on duty, using over 120 phone hours and processing 18,000 stage times (there were 200 entries). Over 200 pages were faxed from headquarters to locations on route to be copied and handed to competitors!! The battle to save the Welsh International Rally was finally lost in 1992.



The Club managed a scoop in June when, barely 7 months after winning the Lombard RAC Rally with the legendary Henri Toivonen, Paul White agreed to come to the Club bringing a film of the event and giving a talk. This evening turned out to be one of the best club nights the Club had had for many years. Paul had the place in uproar, his stories and tales were hilarious, covering mainly his road rally days when the like of Russell Brookes and co. were competing in Escort Mexico's on the *Motoring News* events of the day. Paul returned to the Club several times in future years and the room was always packed...!!



1982. The enlarged calendar of events had been completed successfully in 1981 so it was pretty much mirrored again in 1982, however things didn't go all the Clubs way and some events were cancelled:

February – "Autotest" at Fradley Skid Pan (ran with 33 entries).

April – Sprint. This was cancelled due to a problem with the venue. The farmer who leased Curborough had dug a drainage ditch quite close to the track. The RAC Steward on the event that was held there prior to the Club's took exception to this new ditch which he saw as a safety hazard and instructed the event to shorten the length of the course. The Club decided not to take any risks about not being able to run the event properly so cancelled it. The Club were destined never to run another sprint at Curborough. Sprinting had been on the Club's competition calendar for 7 years, from 1975 to 1981 inclusive.

May - PCT (cancelled due to lack of a suitable venue).

May - The Novices Rally ran successfully with 120 entries, with an innovation for marshals, they were paid £3 per control...!!

July – Castrol Autocross. The event ran with only 35 entries and lost money. This form of motor sport was beginning to go through its death throes in the Midlands, the



rally competitors were going off to single venue events and many of the newcomers preferred grass track racing which was a cheaper option to autocrossing.



September – D&W Tyre Services Acropolis Rally. This ran with 98 entries, the new organising team must have put on a tough event as only 38 cars finished...!!
October – Nicolet Stages Rally (*see History of the Forest Stage Rally – Ed.*)

It is interesting to note that “video” evenings began to appear at club nights around this time. This involved two committee members bringing their own televisions to the club room and another bringing a video player...!! (*a Betamax! – Ed.*)

1983. The “Autotest” at the Fradley Skid Pan had become something of a season opener for the Club and for the third year running 30 competitors enjoyed a good day’s fun. The PCT moved to a new venue and was enjoyed by 20 entrants in early March.



The Novices Rally continued to be one of the Club’s major successes and for the fourth year in a row, since the MSA gave the club permission to raise the starters to 120 crews, it ran with a full entry. 143 entries were actually received so many crews were disappointed.

The Club had been holding some pretty outrageous negotiations with the management of the National Exhibition Centre (NEC) to use their roads and car parks for a single venue stage rally...!! The basis of the negotiations being that if the Club could use the site for a single venue event it would then run a spectator stage there on the infamous “Sunday Run” of the RAC Rally. The RAC Rally organisers had already given their blessing to the idea as it would enhance the standing of the event and provide another venue in the heart of the Midlands, alongside Sutton Park. However, these negotiations failed when it was discovered the spine road through the centre of the NEC had been “adopted” and that the 30mph was legally enforceable under ‘The Road Traffic Act’. The use of the spine road would have been essential for the single venue event and the RAC Rally stage. The negotiations had proceeded over several meetings so there was disappointment all round when these ideas did not come to fruition. The management of the NEC had become quite interested in the use of the venue for motorsport so further negotiations lead to the Club being offered the use of a field, that was a grass ‘overspill’ car park, for an autocross. The BTRDA were immediately interested and reinstated the Club’s event to their Championship. Nicolet Instruments stepped forward to sponsor the event which attracted 58 entries and was a great success. The NEC officials were very happy with the running of the event and offered the Club the field for the next year. The Club made a slight profit so decided to pencil in a full spectator event for the following year.

The canal trip (*known as the “booze cruise” – Ed.*) was repeated in August. The tickets were half price following the fiasco the previous year when the boat broke down. The event was a sell-out with fifty people attending.

The Club was now putting on three very successful rallies that were all different in their appeal. There was the mid-summer Novices road rally, which everyone enjoyed at a time of year when all the championships had a mid-season break. There was the Welsh championship Acropolis road rally, a tough no-nonsense event which ran successfully in September with 85 entries; and of course the forest stage rally which was now a popular event and was also in the Welsh championship.



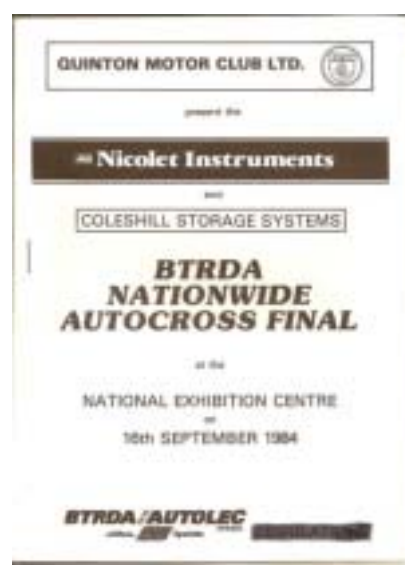
The mid – 1980's

The early 1980s saw the Club in a fairly settled period of its history. The membership was constantly around the 200 mark, the finances were stronger than ever before because all the events were well supported with large entries and therefore profitable. Club nights were well attended, although it was beginning to be a struggle to keep the ideas fresh. The competition calendar was strong and varied, with two of the major rallies being sponsored. The Club was still able to put on social events away from club nights. The “Beer and Skittles” was always popular with 40 – 50 people attending and the Club took fifty tickets on a large river cruiser out of Stourport-on-Severn for a Riverboat Shuffle.

A new type of event emerged from the MSA in the 1980's, a “Scatter Rally”. The Club organised its first one on a club night in March 1984, there were 18 entries.

In **1984** the annual autocross was moved to September because the BTRDA wanted it to be the “final” of their championship (*double points were awarded at the “final” so a good entry was always received for the climax of the season – Ed.*) Sponsorship was received again from Nicolet Instruments and Coleshill Storage Systems. The NEC were going to promote the event in their calendar, so it would receive good publicity and be a full spectator event. These arrangements gave the Club a boost to an event that looked to be slipping off the competition calendar.

However, the field at the NEC was turned back to farming in 1985 and was therefore never used again for motorsport. The Club did manage to put on a loss making event the following year at another venue but never again organised the BTRDA championship round. So 1984 turned out to be something of a swansong as far as the Clubs involvement in autocrossing was concerned.



1984 also saw the Club celebrate its twenty fifth anniversary with a “Silver Strut” disco which was held at Row Heath Pavilion, Bournville.

1985 saw detailed approaches and visits to land owners with a view to organising the Club's first single venue stage rally. It also saw the last “Autotest” at Fradley Skid Pan when the owner was served with an injunction to return the venue to its intended use.

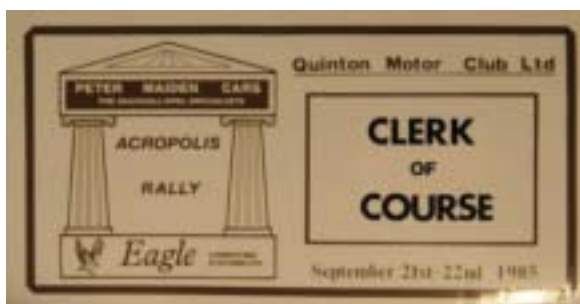


The scatter rally appeared again at a club night in April, with an increase to 20 entries. April also saw another visit from Paul White who was as hilarious as ever and had the packed room in uproar yet again.

May saw the Novices Rally retain its astonishing popularity with over 140 entries for the 120 starting places. 58 crews were full Club members...!!

The Club's first single venue stage rally took place in September at Church Broughton airfield. This venue was quite small so only 28 stage miles were offered for an entry fee of £30. The event was sponsored by F.G. Rallying (*for anyone not old enough to remember The Goodies, the "F.G" was for "Funky Gibbon"; any guesses as to the proprietors surname?? – Ed.*). They were a parts, tyres and accessories company who brought a truck to the venue to supply competitors with all their needs. The non-championship event attracted 60 entries and was won by Nigel Worswick and Alan Lord (*the Managing Director of Nicolet Instruments and a Vice President of the Club*) in, of all things, a Ford Capri...!!

The Acropolis Rally also took place in September and was jointly sponsored by Peter Maiden Cars and Eagle Computing. Such was the standing of the Club's events during this period in its history that even when long standing sponsors moved on to do other things there were other companies willing to step in with offers of help and assistance. However, the event only attracted 65 entries and ran at a financial loss. This event was beginning to struggle and certainly could not keep up with the ever-popular Novices Rally held earlier in the year.



At the end of 1985 the Club membership topped 300; this was the first time for ten years, since the Fuel Crisis of the mid-1970s, that this number had been recorded. It was undoubtedly brought about by the Club's ability to organise two night rallies and two stage rallies. These four events reflected the fact that rallying had become the most popular form of club motorsport, the autotest, sprint and autocrosses had disappeared off the Club competition calendar with a PCT making an occasional appearance. It could be said that as the Club reached its Silver Jubilee it had returned to its roots as a rally club.

The club room at the Royal Oak was beginning to attract adverse comments about its size with many members inhabiting the "landing" during club nights (*the club meetings were held in the function room which was upstairs. There was a large landing area adjacent to the room and the male & female toilets - Ed.*) If events had to be sorted out during a club night a "landing meeting" was invariably called...!!

1986 started with a PCT in March. Club nights continued with the usual crop of quizzes, video nights and computer games; however "noggin & natters" were beginning to appear as the Club began to struggle to put on club nights that appealed to the members.

The decision was taken at the February committee meeting to downgrade the Acropolis Rally to "closed to club" status, the same as the Novice Rally.

A new organising team for the Novices Rally was left frustrated with the actions of the local rally liaison officer; the issues he raised could not be resolved so one of the jewels in the Club's competition calendar had to be postponed. The same person was also causing problems for the Acropolis organisers who were unsure if their event would be able to go ahead. The Acropolis did eventually go ahead as planned in September. 73 entries were received for the new non-championship "closed to club" status event. This entry was at the level of the past few years when the event was a more expensive Welsh championship round so the reduced costs eliminated the previous year's loss so the Club were justified in the decision to downgrade the event. There was obviously a market for a less aggressive type of night rally.



The single venue stage rally moved to Wheaton Aston airfield which was to be its home for the next seven years. The venue would yield 30 stage miles but 300 straw bales would be needed to define the route...!! The event ran with a full entry of 75 crews.

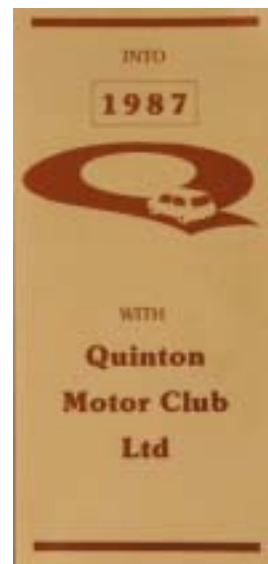
At the end of 1986 the Club bought two TV sets for video nights. At long last the rota of committee members that unplugged and bought their own sets to the Royal Oak was a thing of the past. They now had to bring the Club's sets that were kept at their houses...!!

The Club had outgrown the need for its Rollalong caravan, which was sold to a local scout group after seven years valiant service with the Club which had seen it towed as far as Ceri forest for the early forest rallies.

The late 1980's

1987 started with the annual dinner dance and prize giving moving to a new venue, the La Reserve Restaurant in Sutton Park. This seemed to give this event a boost, numbers had been holding at around 70 – 80 for the past few years but the event at La Reserve was sold out with 100 people attending. This however was a short lived success as the dinner dance in 1989 only attracted 57 ticket sales so was cancelled, so along with night rallies the annual dinner dance disappeared from the Club scene in the late 1980s.

A PCT took place in March 1987 and was very well supported with over a third of the Club membership attending as either entrants or officials. This enthusiasm was not set to last however and over the next two years the numbers that entered this type of event dwindled until in November 1989 only seven entries were received and the event was cancelled. The Club had held its last PCT for some time.



The Novice Rally failed to re-appear in May 1987 following the previous year's cancellation. Considerable pressure was beginning to build on night rallies from the police and authorising bodies. The rally liaison officer for the west of England was insisting on maximum entries of 60 cars with only two auxiliary forward facing lights, this made the Novices unviable as the financial break even was over 70 entrants. The police had a meeting with the WAMC regarding limiting spectators, reducing noise, reducing the number of auxiliary lights and reducing the speed of the rally cars. The problems were major topics of discussion at all the

association meetings (WAMC, ANWCC, AWMMC & AMMC) that the club attended. The writing was on the wall for road rallying in its existing format.

Ultimately the Acropolis Rally scheduled for September that year, was also cancelled. 1987 marked the end of the *Motoring News*/BTRDA Road Rally Championship when the JJ Brown was won by Ron Beecroft; it was also the end of the Club's involvement in road rallies, things would never be quite the same again. There was much sadness within the Club because road rallies had been the catalyst that bought Quinton Motor Club into existence; it had been a major part in its success over the intervening 28 years. It was only a few years since the Novices Rally had been running as a sponsored event with a full entry of 120 cars.

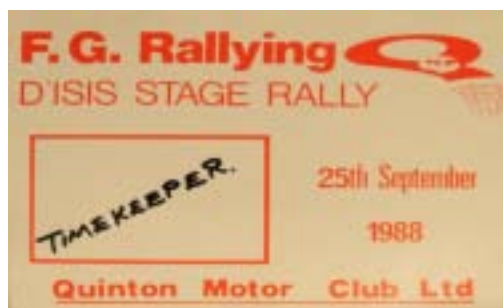
New rules from the MSA were introduced in **1988** that effectively curtailed road rallying in the format that had lead to many of the problems of the mid-1980s. The subject of road rallying has been discussed at various AGM's in the years since 1988 but despite several attempts the Club has not organised a road rally since the new rules came into force. The Club is now renowned for its stage rallies...!!

The landlord at the Royal Oak changed and made it pretty clear that he did not want the Club based there. The Club moved its headquarters back to the King Highway. Over 120 people turned up to the first meeting at the new venue which was considered a success, despite a few "teething" problems.

The club nights of the late 1980's were still of the tried-and-tested variety with the courtyard trial, hunt the marshal, video evenings, computer games, Scalextrix, the auction and the usual smattering of quizzes making regular appearances. The discos had disappeared from the social scene but the "Beer & Skittles" was still a successful event. September 1988 saw a very interesting club night when the West Midlands Police Accident Investigation and Reconstruction Unit gave a fascinating insight into how they investigate accidents and through various means, some scientific and others very "Sherlock Holmes", determine what happened and who was to blame.

September 1988 saw the third running of the FG Rallying d'Isis Stages Rally at Wheaton Aston; the event attracted a full entry, plus 20 reserves, and was now a round of the AWMMC Championship.

It was noted earlier that in 1985 the Club membership had passed the 300 mark, despite the loss of the road rallies this figure was maintained until the end of the 1980s.



1988 was a year that saw over 100 members score points in the Club's championship, it was however a "tipping" point in the Club members sporting activities. It was not many years ago that over 40 crews from the Club would compete on road rallies; however the pendulum had now irreversibly swung in the direction of stage rallies. For the first time there were more crews scoring points in the stage rally championship (23) than the road rally championship (21).

1989 saw the club take a very bold step when it organised two single venue stage rallies at Wheaton Aston, two weeks apart. The venue was set up for the first event and then left for the two intervening weeks, thus making all the hard work very worthwhile...!! In the absence of a night rally the first event was still called the d'Isis (sponsored by FG Rallying) with the second event seeing the resurrection of another well known name, the Acropolis (sponsored by Rallyrite). Both events attracted full entries of 60 crews.

1990's

The early 1990s

The Club entered the 1990s with just over 300 members and £12500 in the bank. The 1980s had been quite fundamental in shaping the Club for the future. Gone were the autocrosses, night rallies, the majority of the autotests and PCT's and many of the events on the social calendar. In their place were two successful single venue stage rallies and a BTRDA Gold Star forest event. The Club was no longer for the motoring enthusiast as it was in the early 1960s but was for the serious promotion of motorsport. A new age of computers, satellite TV and the internet was dawning; this was leading to club nights beginning to be less well attended. People were now beginning to be able to sit in their armchairs and get the information that they used to have to attend club nights to obtain.

The double format of single venue events continued into the 1990s with both the d'Isis and Acropolis attracting nearly full entries. In 1990, however, the venue was beginning to show signs of serious wear and tear with the concrete surface of the airfield runways beginning to break up rather badly. This was leading to a lot of retirements and mutterings from competitors.

December 1990 saw the Club organise its most successful coach trip to the RallyX Grand Prix at Brands Hatch when twenty four members had a very enjoyable day out. This trip had started in the late 1980s and was now becoming the end-of-year social event for the Club.

The Club put on its first PCT for some years in early 1991; it attracted 23 entries and ran very successfully. As it was the first PCT for several years its success was probably down to a lot of the newer members never having experienced this type of motorsport.

The dinner dance in **1991** was attended by 93 people and held at the Eaton Hotel on the Hagley Road. Club nights also perked up in 1991 when Bill Gwynne provided the members with a very entertaining evening and then the Club's old friend Paul White gave a talk on the Camel Trophy Rally. The Club could not get enough interest to put on an autotest so organised a radio controlled car autotest in the pub car park in August..!!

As the Club entered the 1990s a lot of emphasis was placed on marshalling, which became a "championship" in its own right. The Club now had a Marshalling Co-ordinator. Points were awarded in the championship for the various categories of event and prizes, in the form of pens, mugs and clipboards were given away as points were accumulated. From this small beginning the future shape of the Club was being formed because marshalling was to become one of the main activities during the forthcoming years.

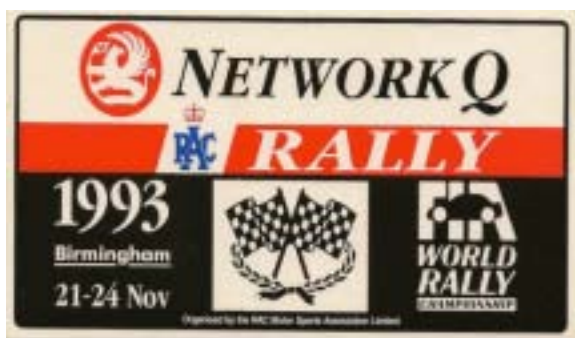


Just when things seemed to be going extremely well the country slipped into another economic recession. This had an effect on the Club and its activities, membership dipped to below 200 with club nights and Club events suffering. The Club made several attempts at a marshals reward scheme to entice club members to marshal on the Club's events and to help on other events that the Club was committed to. It was an unwritten rule that all the clubs whose events were a round of the BTRDA Stage Rally Championship helped each other out by running stages and providing marshals and radio crews.

1992 saw the two single venue events at Wheaton Aston reduced to one; however the good news was that the event attracted a new sponsor in the guise of Carrello Lighting.

1993 saw the Club leave the Kings Highway after five years and return on a temporary basis to the Royal Oak before a permanent move to the Lighthouse, Halesowen in May. The year started with a new venture when the Club took a stand at the NEC for the Autosport Show. This turned out to be a very successful venture and gave the Club a lot of publicity; however

this did not transfer into new members. The annual awards were presented at a special club night by Jimmy McRae and Mike Broad which saw over £100 raised in a raffle, the proceeds of which went to the air ambulance. Members of the air ambulance team agreed to give a talk at a club night in September where the raffle cheque was presented.



The RAC Rally came to town again in 1993; it was now sponsored by Network Q. The Club ran the updated version of the Help Desk; it was now called “Competitor Reception”. This was located at the National Indoor Arena in Birmingham’s new “canal district”, adjacent to Brindley Place. It was more of a low key event when compared to the eight day extravaganza of 1978. Unfortunately no official club records can be found of exactly what the Club did in running the competitor

reception. We do however have the diary notes of one of the members that helped. This indicates that the reception desk was manned for nearly a week, however a night’s sleep was allowed each day as by 1993 the event stopped for a rest each evening.

It would appear that, regardless of the change in title, the tasks undertaken had not changed much in fifteen years and included the more bizarre requests as well as: looking after the courtesy cars, finding interpreters, organising taxis and tobacco for the Clerk of the Course, sourcing 100 rally jackets when the ordered ones failed to show up..!! Finding a parking place for a huge Russian car transporter that was lost in the city centre (*Russians..?? must have been the Lada team – Ed*), helping a FISA observer who turned up from Poland with no accommodation, finding replacement windows for a Sierra Cosworth and accommodation for Dave Richards in mid-Wales.

Once the event started the team were at the centre of things; answering the phone to family and friends who had lost contact with competitors, re-uniting lost competitors with their service crews, answering results queries, posting interim results in rally headquarters, sending up-dated results to various commentators around the country, sorting out re-start time queries, helping organise the prize giving at the Town Hall and to finish it all off they prevented a major catastrophe when it was realised that the organisers had forgotten to take the champagne to the finish ramp..!! The Clerk of the Course for the rally, Malcolm Neill thanked the Club for their efforts at the “Competitors Reception” which he said were one of the best he had seen.

The Club was out on the RAC Rally in force in 1993 because for the second year running the Dyfnant Stage, was awarded “Stage of the Day”..!!

The Club suffered a blow later in the year when the inevitable decision had to be taken that due to the severe deterioration of the Wheaton Aston airfield it could not be used for the single venue rally, so ended an eight year relationship with the venue that had at its height seen two full entry rallies taking place two weeks apart. The Club began to look for a new venue for an event in **1994**; they very quickly struck up an agreement to use MIRA (Motor Industries Research Association), Nuneaton where the single venue has now been held for the past fourteen years..!! Horiba have sponsored the event since its switch to MIRA. This is the longest sponsorship arrangement in the Club’s history and exceeds



both Nicolet and D&W Tyres by several years. The Club’s MIRA events are pretty unique as they have been, and still are, the only full day long rally to use the venue. The first event attracted a full entry, something that has been repeated every year since the start. The Club

quickly capitalised on the new relationship with the management of MIRA and in 1996 put on two events at the venue in May and September, so once again the d'Isis and the Acropolis were back in the Club's calendar.

In an effort to attract new (and existing) members to become competitors the club started a Clubman's Championship in **1995**. This consisted of low level events such as treasure hunts, scatter rallies, gymkhanas, grass autotests and PCT's. The first event was a treasure hunt which attracted a pleasing total of sixteen crews. In 1996 this new championship attracted sponsorship from Bill Gwynne's Rally School with the first prize being a day at the school. This initiative boosted the number of members competing in some form of the sport and over 110 different members scored point in the Club Championship in 1996.



The annual awards presentation has remained as a club night since the early 1990s and thanks to the Club's President over the intervening years has attracted a star studded cast to present the awards when people such as Russell Brookes, Jimmy McRae, David Llewellyn, Gwyndaf Evans, Guy Wilks, Phil Collins, Andy Burton, Nicky Grist, Paul White, Ian Grindrod, Rob Arthur, Colin Francis, Alec Poole and Roger Clark have come to Quinton Motor Club.

The late 1990's

1998 began with the Club moving its headquarters to the Hagley Golf & Country Club, having been at the Lighthouse for nearly five years, this did not work out and it was not long before the Club returned to the Lighthouse for another six years, before settling on its current venue the Old Halesowens Rugby Club in Wassle Grove, Hagley. Club nights continued in the usual vein with video evenings, a Scalextric stage rally, hunt the marshal, all sorts of quizzes and a new venture in a "Character Building" evening. This involved build a freestanding structure to span a 50cm gap between two tables. The structure then had to carry the largest value (thus weight) of 2p coins. What did the teams have to make this structure...?? 50 straws, 50 pins, 1 paperclip and a piece of thick card 5cm square...!! Surprisingly seven teams, of varying numbers, attempted the headache inducing challenge. The greatest value carried was £1:08...!!

April 1998 sees a return to the Full o'Chats of old when the editor warns members of the new speed camera on Mucklows Hill. Over 450 people had been prosecuted in a very short period of time including one unfortunate lady who was photographed eight times in two weeks and ended up with a 28 day driving ban...!!

The Club also joined the modern age when first an e-mail address was launched to be quickly followed by a full blown website. The Full o'Chat editor notes that contributions to the magazine were more forthcoming when submitted electronically and wonders why people could not have put pen to paper...!!

The Club took a stand at the NEC for the Autosport Show. This was the beginning of a new era for the Club which saw it beginning to promote itself at several shows and carnivals. This continues to the present day and has grown to be a major part of the Club's summertime activities. The Autosport Show has been replaced with the Classic Car Show at the NEC. In recent years the Club has also been present at the Rally Show at Chatsworth, the Rally Day at Castle Coombe as well as the Pelsall Carnival, Dudley Classic Car Show, Sandwell Historic Vehicle Show, Ragley Hall Classic and Transport Show and the Sandwell Motorsport Festival. The Club has several cars that it exhibits at the Club stand on these occasions but the crowd pullers are a Ford RS 200, a Renault Alpine A110 and a Nissan Skyline.

A new venture was started in June 1997; this was the summer practice evening at Curborough sprint course near Lichfield. This event was held on a regular basis over several years, until the local residents put pressure on the owners of the circuit, because of the noise on an otherwise quiet summers evening. Anything from 20 to 30 members would attend the evening, which included a barbeque (which often ran out of food and drink...!!), to have a drive around the circuit. Unofficial times were taken but no results declared or published thus making the event exempt from any MSA permit restrictions.

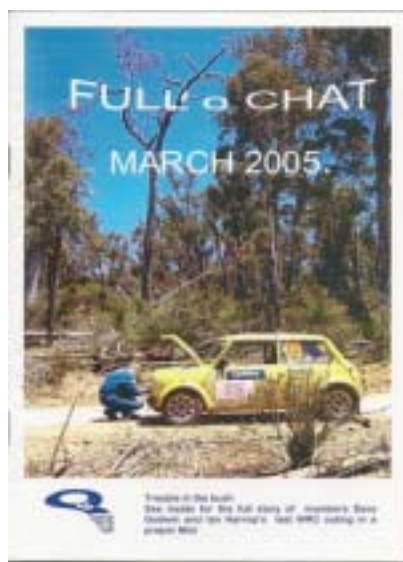
The new Millennium

The year 2000 kicked off with a letter from the A.C. Taga Florio, a Belgian Motor Club, asking the Club if it could supply marshals for the famous Ypres Wethoek rally, the Club's marshalling reputation was obviously spreading...!! The deal offered was a subsidised ferry crossing and free bed & breakfast accommodation. A deal was eventually struck by the team that went over to Belgium that they would marshal for two days and then be given free tickets to spectate on the last day. This turned out to be a success and the team went over on more than one occasion.

The Club really became up-to-date when it began to organise a computer rally championship. This has become a seriously contested, eight round championship that takes place on Club nights throughout the year. Each round takes place over four stages of a WRC event. The winners are presented with their awards at the Club's annual prize giving...!!

Full o'Chat became a full colour quarterly publication at the beginning of 2005, an electronic newsletter being sent by e-mail in the intervening months. Easing the publishing regime to quarterly vastly improved the publication.

Since the beginning of the 21st century the club has concentrated on its strengths when it comes to the club nights it organises and the events it promotes. The marshalling championship together with the stage on Wales Rally GB continues to get the majority of members out and about on other events. During this period the membership has remained high, always around the 150 mark, whereas there has been the declining in size or the actual demise of many of the other clubs mentioned in this publication, some of them were at one time as strong as Quinton. The West Midlands is left with only two major motor clubs, Quinton and Wolverhampton.



The Club concentrates on its two stage rallies and relies on the Clubman Challenge for its other competitive events. The Challenge events include scatter rallies, treasure hunts, the occasional grass autotest and PCT.

It was difficult to know how to close this ongoing history of the Club, however the first editorial of Full o'Chat for the new Millennium just about sums it all up:

"Welcome to this the first edition of Full o'Chat in the new millennium.

Looking back, as one does at this time of year, it is staggering to reflect how our sport has developed in the 40 years of the clubs existence. In 1959 you would more likely than not have been competing in a BMC (British Motor Corporation) product, an A30, A40, Morris Minor or if you were really rich a Riley 1.5. Fords were represented by the 3 speed 105 Popular's and just appearing were the Anglia's. VW Beetles were also quite competitive.

As today rallying was the club's principle activity but it was road rallying pure and simple, the forests were places for growing trees as far as the average club member was concerned.

I know it's easy to be nostalgic (the purpose of this publication.! – Ed) but my recollection of road rallying in the early 1960s was just fun, by this time we had the early Mini Coopers, Anglia's with 1500 GT engines, to be followed shortly by the Lotus Cortina.

There were no route restrictions, and seemingly no shortage of marshals, or should I say timekeepers because every one of them operated a Time Control. The length of an average night event was about 200 miles and it was quite common to have 50 or so controls within that distance, but the level of complaints from people living in the most popular rally areas rose rapidly and saw the introduction of the Motor Vehicle (Competition & Trials) Regulations. Although it was not appreciated at the time but the RAC (now MSA – Ed) in insisting and winning the argument that the authorisation could be administered by them saved road rallying and possibly all other forms of motor sport that use public roads.

Initially things went on much as before, cars got quicker and the Motoring News Road Rally Championship was the one to win. In the early 1970s such was the public backlash that the RAC was forced to step in and change the regulations. It was at this point that if the RAC had not had control over authorisation then I think that would have been the end of road rallying, but as we know, it is still alive and reasonably well.

The change had started and forest and single venue stage rallies became the thing to do. The Escort was with us in all its various guises and we entered an exciting age of reasonably affordable off public road competition.

The club moved with the times and in the early 1980s obtained a forestry allocation (which were hard to get in those days), (he wasn't joking...!! - see History of the Forest stage Rally – Ed) and ran single venue rallies at various locations.

In the 1990s one make championships have dominated the scene and we have managed to attract both Peugeot and Skoda to our events. The top competitors in the club are now in four wheel drive machinery.

I started this editorial as an extravagant piece of reminiscing, but realised as I went on just how much the club has had to change to keep pace with the development of legislation, the electronic age and motor technology. I think it has, and hope it will continue to do so well into the new millennium"

Here's to the next fifty years. The End - for now...!!



Year	PRESIDENT	CHAIRMAN	VICE CHAIRMAN	TREASURER	SECRETARY
1959		B. Osbourne		J.Green	F. Messenger
1960		B. Osbourne		J.Green	F. Messenger
1961		B. Osbourne		J.Green	F. Messenger
1962		B. Osbourne		M. Stratton	M. Stratton
1963	L. Mayman	B. Osbourne		N. Fogg	M. Stratton
1964	L. Mayman	F.Rudge	K.Evans	N. Fogg	D.Bullock
1965	L. Mayman	K.Evans	N.Ogilvie	N. Fogg	D.Bullock
1966	L. Mayman	K.Evans	N.Ogilvie	N. Fogg	D.Bullock
1967	L. Mayman	K.Evans	G. Townsend	N. Fogg	D.Bullock
1968	L. Mayman	K.Evans	G. Townsend	N. Fogg	D.Bullock
1969	L. Mayman	B. Potter	K.Evans	N. Fogg	D.Bullock
1970	L. Mayman	B. Potter	G. Townsend	N. Fogg	D.Bullock
1971	L. Mayman	B. Potter	P. Ratcliffe	R. Brook	D.Bullock
1972	L. Mayman	B. Potter	P. Ratcliffe	R. Brook	D.Bullock
1973	B. Potter	G. Townsend	P. Ratcliffe	R. Brook	D.Bullock
1974	B. Potter	P. Ratcliffe	G. Townsend	R. Brook	D.Bullock
1975	B. Potter	R. Barlow	G. Townsend	R. Brook	P. Ratcliffe
1976	B. Potter	R. Barlow	G. Townsend	R. Brook	P. Ratcliffe
1977	B. Potter	R. Barlow	G. Townsend	R. Brook	P. Ratcliffe
1978	B. Potter	M. Harris	G. Townsend	R. Brook	R. Brocklehurst
1979	B. Potter	M. Harris	G. Townsend	R. Barrs	R. Brocklehurst
1980	B. Potter	P. Ratcliffe	I. Butcher	R. Barrs	M. Jones (Mrs)
1981	B. Potter	I. Butcher	N.Murray	R. Barrs	M. Jones (Mrs)
1982	B. Potter	I. Butcher	N.Murray	R. Barrs	M. Jones (Mrs)
1983	B. Potter	I. Butcher	N.Murray	R. Barrs	M. Jones (Mrs)
1984	B. Potter	I. Butcher	N.Murray	P. Ratcliffe	M. Hope (Mrs)
1985	B. Potter	N. Jones	S. King	G. Townshend	M. Hope (Mrs)
1986	B. Potter	N. Jones	S. King	G. Townshend	S. Steed
1987	B. Potter	N. Jones	A. Sargent	G. Townshend	S. Steed
1988	B. Potter	A. Sargent	M. Stratton	G. Townshend	R. Barlow
1989	M. Broad	A. Sargent	M. Stratton	G. Townshend	R. Barlow
1990	M. Broad	A. Sargent	M. Stratton	G. Townshend	R. Barlow
1991	M. Broad	S. King	M. Adams	G. Townshend	R. Barlow
1992	M. Broad	S. King	M. Adams	G. Townshend	R. Barlow
1993	M. Broad	G. Pinel	M. Adams	G. Townshend	R. Barlow
1994	M. Broad	I. Howard	N. Jones	M. Adams	R. Barlow
1995	M. Broad	R. Smith	N. Jones	M. Adams	R. Barlow
1996	M. Broad	R. Smith	N. Jones	M. Adams	R. Barlow
1997	M. Broad	R. Smith	N. Jones	M. Adams	R. Barlow
1998	M. Broad	R. Smith	N. Jones	M. Adams	R. Barlow
1999	M. Broad	R. Smith	N. Jones	M. Adams	R. Barlow
2000	M. Broad	P. Bowles	M. Hawthorne	M. Adams	R. Barlow
2001	M. Broad	P. Bowles	M. Hawthorne	G. Townshend	R. Barlow
2002	M. Broad	P. Bowles	R. Smith	G. Townshend	R. Barlow
2003	M. Broad	P. Bowles	R. Smith	G. Townshend	R. Barlow
2004	M. Broad	P. Bowles	S. Thompson	G. Townshend	R. Barlow
2005	M. Broad	P. Bowles	S. Thompson	G. Townshend	R. Barlow
2006	M. Broad	S. Thompson	J. Reynolds	G. Townshend	R. Barlow
2007	M. Broad	S. Thompson	J. Reynolds	G. Townshend	R. Barlow
2008	M. Broad	S. Thompson	J. Reynolds	G. Townshend	R. Barlow
2009	M. Broad	J. Reynolds	P. Bowles	G. Townshend	R. Barlow

	1964	1965	1966	1967	1968	1969	1970	1971	1972
Vice Presidents		Mayman P. (Mrs) Pickard R	Mayman P. (Mrs) Pickard R	Full records for this period are not available, however the people listed served on the committee.					Fogg T Francis C Mayman L Mayman P (Mrs) Pickard R Smith B Stephenson D
Committee Members	Billington J Darby J Davies G Gray J Ogilvie N Parry M Smout G Stratton M Townsend G Walker J Wilcox R	Barlow R Bowlas D Clark N Merson J Newby J Parry M Rudge F Smout G (Miss) Stratton M Townsend G Ward M	Austin J Barlow R Bowlas D Clark R Gregory D Potter B Rickards T Rudge F Smout G (Miss) Stratton M Wakelam J	Barlow R Stratton M	Barlow R Stratton M	Townsend G Francis C	Francis C	Barnes W Bowlas D Brocklehurst R Bullock M (Mrs) Dugmore M Eagle S Gray P Hardman J Law S. (Mrs) Maxwell P Norris M Oxborrow M Sargent A Thompson R Townsend G Wyatt M	
Vice Presidents	1973 Hone M Smith B	1974 Hone M Smith B	1975 Hone M Howard T	1976 Hone M Howard T	1977 Hone M Howard T	1978 Harper R Luke B	1979	1980	1981
Committee Members	Barlow R Barnes W Bowlas D Brocklehurst R Bullock M (Mrs) Chare B Dugmore M Eagle S Gray P Hardman J Harris M Law S. (Mrs) Maxwell P Sargent A Shuttleworth R Smith M. (Mrs) Thompson R Wyatt M	Allen A Barlow R Barnes W Brocklehurst R Chare B Dyas B Eagle S Harris M Law S. (Mrs) McKenzie B Sargent A Smith T Thompson R Walker J Wharton T Wyatt M	Allen A Bradley G Brocklehurst R Dugmore M Dyas B Eagle S Gill J Harris M McKenzie B Murray N Sargent A Smith T Thompson R Walker J Whitehouse R Wyatt M	Bradley R Brocklehurst R Butcher I Dugmore M Eagle S Harris M Jones N McKenzie B Murray N Sargent A Thompson R Walker J Whitehouse R Wyatt M	Adams M Brocklehurst R Butcher I Butcher S (Mrs) Dugmore M Eagle S Harris M Jones N McKenzie B Murray N Sargent A Whitehouse R Wyatt M	Adams M Barrs R Butcher I Butcher S (Mrs) Dugmore M Eagle S Fox M Jones N Mathews S Mewis B Murray N Ratcliffe P Stratton M West J Whitehouse R Williams G Wyatt M	Adams M Barrs R Butcher I Butcher S (Mrs) Dugmore M Eagle S Fox M Jones N Mathews S Mewis B Murray N Ratcliffe P Stratton M West J Whitehouse R Williams G Wyatt M	Adams M Bayliss O Benefield K Butcher I Butcher S (Mrs) Dugmore M Eagle S Fox M Harris M Jones N Kavanagh C Murray N Stratton M West J Whitehouse R	Ash P Benefield A (Mrs) Benefield K Butcher S (Mrs) Dugmore M Eagle S Fox M Harris M Jones N Kavanagh C Ratcliffe P Stratton M Townshend G Whitehouse R

Vice Presidents	1982	1983	1984	1985	1986	1987	1988	1989	1990
Committee Members	Lord A O'Brien P Ash P Butcher S (Mrs) Dugmore M Eagle S Harris M Jones N Ratcliffe P Stratton M Townshend G Whitehouse R	O'Brien P Adams M Butcher S (Mrs) Dugmore M Eagle S Hope A Jones N Kavanagh J (Mrs) Ratcliffe P Stratton M Townshend G Whitehouse R	O'Brien P Adams M Barrs R Butcher S (Mrs) Dugmore M Eagle S Edwards D Hope A Jones N Kavanagh J (Mrs) King J (Mrs) King S Stratton M Townshend G Wood G	O'Brien P "Polly" Adams M Barlow R Butcher I Butcher S (Mrs) Dugmore M Edwards D Hope A Kavanagh J (Mrs) King J (Mrs) Murray N Ratcliffe P Stratton M Whitehouse R Winkles S Wood G	O'Brien P Adams M Barlow R Butcher I Butcher S (Mrs) Dugmore M Edwards D Gray P Hope A King J (Mrs) Ratcliffe P Stratton M Sutton J (Mrs) Whitehouse R Winkles S Wood G	O'Brien P Adams M Barlow R Butcher I Butcher S (Mrs) Davies G Eden R Edwards D Gray P Hawthorne M King J (Mrs) King S Ratcliffe P Stratton M Sutton J (Mrs) Whitehouse R Wood G	O'Brien P Adams M Blower M Butcher I Butcher S (Mrs) Cook M Curtis S Davies G Edwards D Gray P Hawthorne M Hingley N Jones N Jordan K King S Pinel G Ratcliffe P Thomas I Thompson S Ward B Whitehouse R Wilson G	Adams M Blower M Butcher I Butcher S (Mrs) Cook M Curtis S Davies G Edwards D Gray P Jones N King S Nikolic P Pinel G Ratcliffe P Thompson S Whitehouse R	Adams M Blower M Butcher I Butcher S (Mrs) Cook M Curtis S Gray P Hawthorne M Jones N King S Nikolic P Pinel G Ratcliffe P Thompson S Whitehouse R
Vice Presidents	1991	1992	1993	1994	1995	1996	1997	1998	1999
Committee Members	Alltree R Alltree R (Mrs) Blower M Conway J Cook M Gray P Hamilton L Hawthorne M Howard I Jones N Norton S Pinel G Ratcliffe P Thomas R Whitehouse R	Alltree R Alltree R (Mrs) Clarke J Conway J Cook M Dolan P Donald M Hamilton L Hawthorne M Howard I Jones N Hutchinson J Hutchinson M Norton S Pinel G Ratcliffe P Thomas R Thompson S Whitehouse R	Alltree R (Mrs) Bowles P Clarke J Conway J Cook M Cross B Dolan P Donald M Hamilton L Howard I Hutchinson J Hutchinson M Mills K Pinel G Ratcliffe P Sargent A Thomas R Whitehouse R	Alltree R (Mrs) Andrews G Bowles P Cook M Cottrell S Cross B Hamilton L King S Mills K Pinel G Ratcliffe P Taylor A Thomas R Townshend G Whitehouse R	Alltree R (Mrs) Andrews G Cook M Cottrell S Cross B Hamilton L Howard I Mills K Ratcliffe P Scambler H Taylor A Thomas R Townshend G Whitehouse R Youds R	Alltree R (Mrs) Cook M Cross B Evans C Hamilton L Hodson T Howard I Mills K Ratcliffe P Taylor A Thomas R Townshend G Youds R	Alltree R (Mrs) Cook M Cross B Cross N Evans C Hamilton L Hodson T Howard I Mills K Ratcliffe P Taylor A Thomas R Townshend G Youds R	Colston M Cook M Cross B Cross N Evans C Hodson T Townshend G Youds R	Alltree R (Mrs) Bowles P Colston M Cook M Cross B Cross N Hawthorne M Hodson T Norton S Townshend G Youds R

	2000	2001	2002	2003	2004	2005	2006	2007	2008
Vice Presidents									
Committee Members	<p>Cook M Cross B Cross N Hodson T Jones N Jordon K Ramsdall D Rix I Townshend G Youds R</p>	<p>Adams M Cook M Crewe N Cross N Foster D Hodson T Jones N Jordon K Ramsdall D Rix I Townshend G Youds R</p>	<p>Cook M Crewe N Foster D Hawthorne M Hodson T Rix I Taylor A Thompson S Whitehouse R Youds R</p>	<p>Cook M Foster D Maxwell P Nickolic P Reynolds J Rix I Taylor A Thompson S Whitehouse R Youds R</p>	<p>Boocock D Cross N Davis D (Mrs) Davis J Maxwell P Nickolic P Reynolds J Rix I Thompson S Whitehouse R</p>	<p>Bonham S Boocock R Bromage R Cross N Davis D (Mrs) Davis J Maxwell P Nickolic P Reynolds J Whitehouse R</p>	<p>Grist N Benson D Bonham S Boocock R Bowles P Bromage R Cross N Davis D (Mrs) Davis J Fieldhouse P Firkins C Maxwell P Nickolic P</p>	<p>Grist N Benson D Bonham S Boocock R Bowles P Bromage R Cross N Davis D (Mrs) Davis J Fieldhouse P Firkins C Maxwell P Nickolic P</p>	<p>Grist N Benson D Bonham S Boocock R Bowles P Bromage R Cross N Davis D (Mrs) Davis J Fieldhouse P Firkins C Maxwell P Nickolic P</p>

The History of Quinton Motor Club's Forest Stage Rally

The 50th anniversary of the Club coincides with the 30th anniversary of the forest stage rally. The Club was formed to promote night road rallies, this activity lasted for the first 27 years of the Club's existence (1960 to 1987). So how has the forest rally achieved greater significance in the longevity of the Club than road rallying? This is how it all came about.

In the mid-1970s the Club's committee became increasingly aware of the growth and rising popularity of forest stage rallying. They had discussions about organising a forest stage rally for about six years and had made formal applications for a forestry allocation for three years before finally getting a "reserve" forest allocation to run an event in **1980**. However, a "reserve" allocation was only a starting point as it meant that the Club would only be able to run an event if there were forests left over after all the other clubs, with full allocations, had planned their events.

So what is a "forest allocation" and how did the Club finally achieve its goal and obtain one?

A forest allocation is necessary to enable a club to organise a stage rally on forestry commission land. Forest allocations are controlled by the MSA (Motor Sports Association, formerly the RAC) in conjunction with the regional associations, in the Club's case the WAMC (Welsh Association of Motor Clubs). It needs to be remembered that in the 1970s and 1980s the contract between the MSA and the forestry commission allowed each forest to be used for rallying only three times in a calendar year. In those heady days the RAC Rally always used the majority of the prime Welsh forests and the International Welsh Rally, which was a two day and a night affair, also used the majority of what was available; so that meant all the other events had to "fight" over what was left.

The Club's WAMC delegates had lobbied hard at the association meetings over many months, since beginning the formal application process in 1978. This was because the WAMC sent its recommendations, regarding which clubs should be given forest allocations, to the MSA who made the final decision. The critical thing was therefore firstly to get the WAMC to back the Club. The Club's history of organising excellent road rallies in Wales meant this was quickly achieved; but because there were always more clubs applying for allocations than there were allocations available the breakthrough with the MSA never came.

When the clubs are granted an allocation by the MSA it is the Forestry Liaison Officer (FLO) who allocates the individual forests. Each FLO is an officer of the local association, obviously in this case the WAMC, so once the Club was given its "reserve" allocation the battle continued to actually get some forests in which to run a rally. The lobbying with the WAMC continued.

The breakthrough came one evening at the WAMC's north centre meeting in Ruthin. Peter Ratcliffe and Ian Butcher attended these meetings regularly to keep the Club's name to the fore and to keep up the pressure. One of the Welsh clubs had organised a particularly poor event, for a second time, so Ian gathered his courage and got to his feet and told the meeting that it was about time someone else was given a chance. After some sharp exchanges he got his way, the club in question had its "reserve" allocation withdrawn and it was given to QMC; so Ian and Peter started the long journey back to the Midlands having made the breakthrough that the Club knew it needed to make if it was to maintain its position as one of the leading Clubs in the Midlands, there was a forest allocation in the bag..!!

So with the confirmed allocation under its belt the debate began about forming the initial organising team. The Club had not organised a stage rally of any sort for three years so was virtually starting from a clean sheet of paper. After some debate the Jones's (Nick – Joint Clerk of the Course and his first wife Mandy – Secretary of the Meeting) and the Butchers (Ian – Joint Clerk of the Course and Susan – Entries Secretary) formed the nucleus of the organising team. At this time Nick was an accomplished co-driver who had competed at BTRDA level so knew what made a good forest stage rally and Ian, as well as being a competitor, had been Clerk of the Course of the Acropolis Rally for several years, so knew

how to organise a rally. These four were joined by Peter Ratcliffe, Steve Eagle, Roger Barrs, Peter Gray, Roger Whitehouse and Mike Adams.

In 1980 the RAC Rally did not use Radnor forest so that was the forest; together with the smaller plantation of Knillwood that the Club used for its first event. The Club resurrected the famous Rallye d'Isis name and with only six months to get its act together ran its first forest stage rally on 7th December. The entry fee was £42 for 35 stage miles. The event was based at Bengry's Car Auctions at Leominster, a venue that the Club knew well from the Novice Rally. The event was observed by the MSA (for allocations in future years) and the WAMC (for Championship status in 1981), although the Club had already been informed by the MSA that there would be no allocation in 1981; however that was to change.



Nick and Ian lost no time in gathering help and advice. One of their first meetings was with Keith Ashley who was, and still is, Clerk of the Course of the Severn Valley Stages. The Severn Valley had used Radnor and Knillwood in the past so Keith was of immense help. Ian & Nick attended stages on other forest events in the mid-Wales area to see which clubs were providing manpower and who was acting as stage commander. From these trips, and from talking to other organiser's, stage commanders were appointed that had previous forestry experience. So once the cars left the start the Club's team were happy that the event was in safe hands.

For the record a full entry of 90 crews left Bengry's Car Auctions on a gloriously sunny winter's morning, there had been quite a deep overnight frost that would catch out many crews in the first stage in Knillwood. The event was won by Allan Edwards and Derek Morgan in an Escort RS 2000.

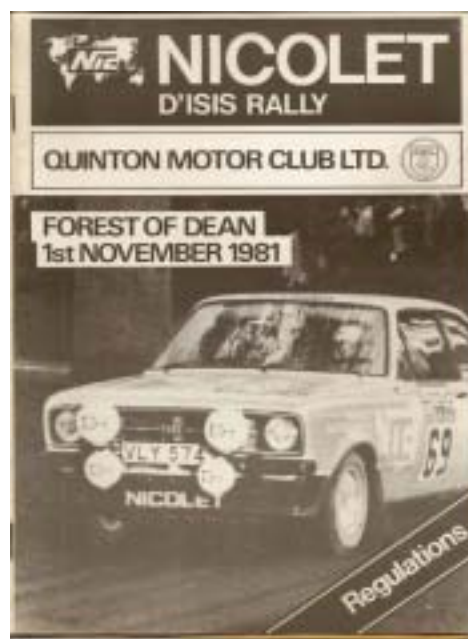
The organising team's report to the committee meeting following the event confirmed that the WAMC were very happy with the rally and would include it as a championship round in 1981. Dennis Cardell (Chairman of the WAMC) had acted as a Steward on the rally and congratulated the Club on an excellent event; he further commented that he would do all in his power to make sure that the Club got an allocation for 1981. The Radnor forester was also very happy with the way things had gone, he had had no complaints and said he would much rather have the Club back as the big events caused him lots of problems...!! There was a warm glow of satisfaction at that committee meeting.

When the balance sheet was finalised the Club made a grand profit of just under £100...!!

1981

The Club had done enough to hang onto the "reserve" allocation and in early 1981 the WAMC delegates immediately started lobbying for an allocation later that year. In April Nick received a letter from John Gillo (FLO for the Forest of Dean) asking if the Club would be interested in using the Forest of Dean for an event, Nick also received a phone call from Dennis Cardell urging the Club to reply in the positive as this would be the only forest available for 1981 as the RAC Rally would be using Radnor.

It was confirmed in the May that the Club would be



able to use the Forest of Dean for a rally in 1981. Due to the nature of the Forest of Dean this would be a much harder event to organise. The area that the forest covers is well inhabited so the PR requirements would be enormous; in the end the Club distributed 486 PR letters...!! The organisers were told that they even had to sort out the route with the local milkman so that he did not stray onto any live stages...!! However, everyone was well up for the task and the majority of the committee wanted to be on the organising team...!!

The event was to start from the cattle market in Gloucester and finish in Monmouth. 38 stage miles were offered for an entry fee of £53. The event was held on the 1st November and was the last round of the WAMC Championship. The City of Gloucester had never played host to this sort of event before, so the Mayor was present to flag the 115 cars away from the start.

Prior to this event taking place the Club had received a major boost during the summer when an offer of sponsorship was received from Nicolet Instruments Ltd of Warwick. Pat O'Brien, their Financial Controller, was a friend of Steve Eagle, he had marshalled on the first event in Radnor and had indeed been seen pushing several cars that had gone off in the slippery conditions.



In the first year the event would be known as the Nicolet d'Isis Rally.

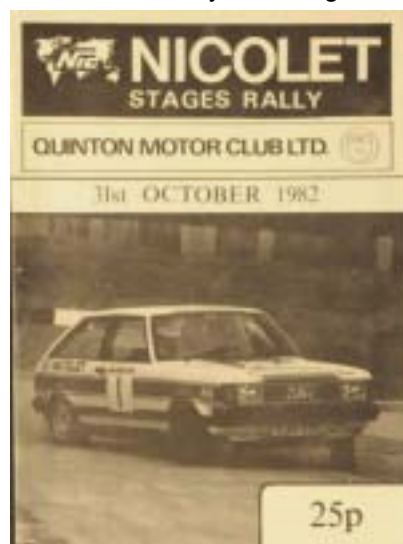
The other major boost to the standing of the event, in only its second year, was when a "works" entry was received from Dealer Team Vauxhall for none other than Tony Pond and Mike Nicholson in a DTV Chevette. They were out doing some testing before the RAC Rally. This entry tempted the ex-national champion Graham Elsmore, (*known as the "King of the Dean" – Ed.*) to also enter the event. He took along event

sponsor Pat O'Brien as his co-driver; he didn't need the full services of a co-driver in his own backyard...!! Pat had the ride of his life through the Dean that day in his first outing in a rally car. Tony and Mike did not book into the final control so were classified as non-finishers. Graham and Pat took the victors spoils and it is their name that is recorded in the list of winners. It is good to see Pat's name there as a reminder of someone whose contribution played a great part in the success and growth of the event in its early years.

It cannot be stressed highly enough how important the sponsorship from Nicolet turned out to be, it eventually lasted eight years. They were very enthusiastic, but demanding sponsors, who used the event as corporate entertainment for some of their clients in the early years. They hired a big american mobile home, filled it full of food and drink and took their clients into the middle of a forest to spectate...!! It was always a major task of Nick and Ian's to sort out a route in and out of a forest for a big Winnebago...!! Nicolet always wanting to be innovative, they kept the organising team on their toes which meant that the event gradually grew in stature as the years progressed. Many of the other events that were around in the 1980s have long since disappeared; the Nicolet sponsorship helped the event through some tough times and assured its future.

1982

A major crisis hit forest stage rallying in mid - Wales in 1982. A person who lived in the Shobdon area was insisting on his "right" to walk on public footpaths within the forests during rallies. After much debate between the WAMC, MSA and the Police it was conceded that, strictly speaking, this person was quite within his rights under the Footpath Byelaws. If he had been hit by a competing car the driver could have been open to





prosecution. As a consequence of this persons actions it was decided to remove the use of Radnor, and some of the other local forests, from the allocation list and therefore terminating there use for motor sport.

This put an even greater demand on the forests that were available. The Club had now been granted an allocation in its own right but there were no forests available for it to use. The Club was faced with a dilemma; they did not want to give up the running of the event having just

obtained a full allocation and an enthusiastic sponsor so they gambled on putting on an event in Ceri Forest. Ceri is a small forest just off the A489 on the approach to Newtown. There is only one public footpath at the far end of the forest so it was considered acceptable to run the event. However, Ceri usually provides a stage of some 6 - 7 miles in length when part of a larger event so how were the Club going to get an event out of it? Nick and Ian came up with a very innovative route using several "split" junctions in the main forest block. To this they added runs through the small plantations of Nantyrhynau and Cefn Vron Hill, which had never been used before, to come up with a 35 stage mile event that only contained about 10 road miles once the run out from the start in Newtown had been completed. Servicing was on the "Long Plantation" (*a public forestry road adjacent to the forest – Ed.*) so all the service crews got to see a lot of the action which went down well for all concerned.

Due to the need to use the forests several times the entry would be limited to 75 cars, this was achieved with ease! However, the Club was still not making any money out of the event but was determined to keep going to get it established on the calendar. The event finished back in Newtown and was won by Richard Gough and Eddie Powis in an Escort RS1800.

The event was now known as the Nicolet Stages Rally. Nicolet having "bought" the title to the event by providing all the main trophies, so the d'Isis cups went back into storage.

1983

The situation had not improved with regards to the availability of forests so 1983 was a repeat of 1982 in Ceri. The event attracted another full entry of 75 crews and was won by Mike Stuart and Alistair Roberts in an Escort DR3. (*A DR3 was a front wheel drive Mk3 Escort converted to rear wheel drive – Ed.*)



1984

For some inexplicable reason the RAC Rally did not use Hafren Forest in 1984, so the Club were flabbergasted to be offered it for The Nicolet. At this time Hafren was the jewel in the crown of forest rallying in mid-Wales. It contained magnificent fast and

flowing roads that were usually in superb condition, it was only ever used on international or top national championship events. So having struggled with Ceri for two years the Club was

again faced with only one forest to put on an event, but what a difference...!! Such was the size and complexity of Hafren that three different 7 mile stages were used twice to offer competitors 42 miles of superb competition. The interest within the Club was intense, so one stage was saved for the Club to run itself. This was the longest event to date; it attracted 95 entries and was won by Alec Cannon and Jon Savage in an Opel Ascona 400.

1985

1985 saw the event move yet again, no one could say that the Club's organising team were being complacent; each year was a new location and a new set of challenges. This year saw the event move to north Wales and the forests of Penmachno and Clocaenog. These forests had been used before for events the size of The Nicolet so the rally would follow a more recognised format of one use of the Clocaenog block sandwiched between two runs through the two Penmachno stages. The event was based at the Waterloo Hotel in the picturesque Snowdonia town of Betws - y - Coed.

The event was blessed with its second "works" entry in five years. This was in the shape of a factory Group B Metro 6R4. Malcolm Wilson had secured a drive in a factory car for the forthcoming RAC Rally. This was big news at the time and was reported in *Motoring News*; along with the comment that although Malcolm had done some testing he regretted that there was no suitable event he could enter before the RAC Rally. Like a shot Ian was on the phone to Austin Rover's Competition



Department to say yes there was...!! To his amazement they returned his call and Malcolm and Nigel Harris were entered on the Nicolet. When the news broke the phone lines into the Butcher's household did not stop ringing: "Is Malcolm Wilson REALLY doing your event?" "Yes"...!!

The event attracted 90 entries in 1985 and to Nicolet's delight the spectators were "wall-to-wall". This time the "works" car did complete the route, Malcolm and Nigel winning by a fair margin. Their names are probably the most notable on the winners list.

Malcolm wrote in his magazine column: "I have to say that the Nicolet was a really excellent rally; I was really impressed with the way the organisers worked. The Clerk of the Course asked Nigel at the finish how the rally could be improved but there was not really much that Nigel could think of, and he can be a critical so-and-so at times."



1986

It was discovered at the beginning of the year that the person causing the footpath problems in the Radnor area had moved house and left mid-Wales. He had been using his "powers" to upset a lot of the locals and had suffered some understandable victimisation and even



vandalism at his home. So with the incorporation of some new regulations regarding the crossing of public footpaths rallying in mid-Wales was back on again.

The event moved from November to August. It also moved its location yet again...!! The move in date was because the end of the year was always congested, with several events in Wales on the run up to the RAC Rally. An earlier date would offer the Club more

flexibility. It was also to lead to a move that would secure the events future.

The event used the forests of Sarnau and Ceri with the HQ at the Metropole Hotel in Llandrindod Wells. Llandrindod Wells was to be the home of the rally for the next ten years, it offered superb facilities with scrutineering at Crossgates, the car park at the County Hall for the trailer park and start venue, and either the Metropole Hotel or the Commodore Hotel as headquarters. These facilities were ideal for a rally such as the Nicolet, and together with the event itself, they were too greatly impress what turned out to be a very influential competitor.

Chris Mellors and Harold White put in a very late entry in a new Sierra Cosworth, they ran as car 0. Ford promoted a Cosworth Championship in the mid-1980s. Chris needed to do some testing so he entered the event, which he won. The influential competitor was Harold White. Harold was a friend of the BTRDA's Howard Wilcock. The week after the Nicolet Harold had dinner with Howard.



The BTRDA were looking to start a "Clubman's" Championship to supplement the famous Gold Star series of larger national rallies. When Howard mentioned this to Harold he had no hesitation in recommending "... a splendid little event that we did last weekend, organised by Quinton Motor Club". Ian received the follow up phone call inviting the event to be associated with a BTRDA championship for the first time; this association has so far lasted over twenty years. The association with the BTRDA came at just the right time because in the years following the starting of the Clubman's championship the smaller forest events began to suffer from the year on year increase in forestry fees when the Forestry Commission began to realise that they were onto a good thing. Indeed if it hadn't been for the Nicolet sponsorship and help in other areas the event would have suffered serious losses on several occasions during its early years, and may have had to be curtailed. The Club committee had kept faith with the organisers and had been determined to keep the event going, that faith and persistence had now paid off.

Now that the event had attained BTRDA status the Jones' and the Butchers' attended as many of the other rounds as possible, this included weekends in the Lake District and Yorkshire, to see what the "opposition" was doing and make sure that the Nicolet was up to the required standard.

1987

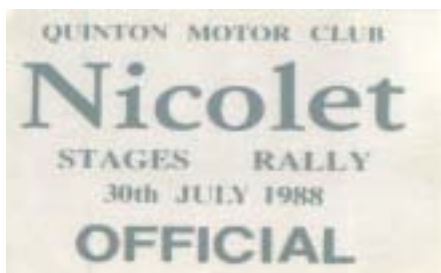
This was an exact repeat of 1986 and was won by a past National Champion, Ian Roberton and Ron Hill in a Nissan 240 RS.



1988

In 1988 the event remained in Llandrindod Wells but changed format slightly. The Sarnau/Ceri combination was limited in the variety of stage layouts that could be used so needing to keep things fresh, and to continue to impress the BTRDA, the organisers began to look around for other forests. The FLO for south Wales, John Henderson, suggested that the event looked at the forests of Crychan and Esgair Dafydd. These were two splendid forests that were little used by rallies in those days. Ian came up with a 50 stage mile route that combined Sarnau with Crychan and Esgair Dafydd, finally saying goodbye to Ceri which had been associated with the event, on and off, since 1982.

Ian spent the day in the new forests with Mike Kennett, from Epynt Motor Club. Mike was very helpful and showed Ian all the usable roads and stage layouts. He then offered to run a stage on the event itself, something that he has now done for over twenty years!! - a true friend of the Club.



A full entry of 150 crews saw Ian Roberton and Ron Hill return and beat off the challenge of several Metro 6R4's to repeat their 1987 victory in the Nissan 240RS.

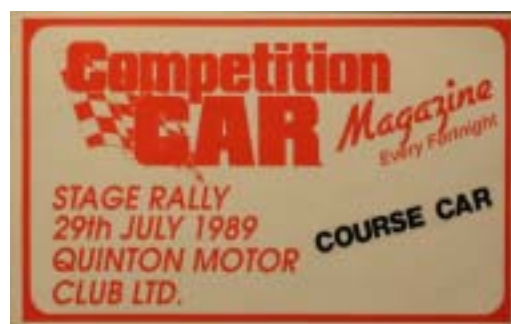
This was, however, a sad year for the event as it saw the end of Nicolet's sponsorship. It was as if they had said *"job done, now that the event is a round of the BTRDA series its future is secure and they don't need us anymore!!"*

On a more positive note the event picked up its first award in recognition of the success it had become. It was voted by the ANWCC as the Best Rally of the Year, beating all the other rallies both stage (asphalt or gravel) and night road events. It was only the second gravel stage rally to win this award which was usually the domain of the famous night events.

1989

This year saw a new sponsor in the shape of Competition Car magazine. This was a weekly magazine, that set out to rival *Motoring News*, and was run by two competitors and friends of Nick's; Stuart Somerville and Roy Perrin.

The organisers were happy with the format of the event and consequently it remained the same using the forests of Sarnau, Crychan and Esgair Dafydd and being based in Llandrindod Wells. It was at last won by a crew who were "full" Club members, Rob Lawrence and Pete Bowles in a Metro 6R4. After retiring from competition Peter was to become the Clerk of the Course of the event for 8 years in the new millennium.



The event was another outstanding success and was voted as the Best Rally of the Year by the WAMC and the Best Round of the BTRDA Clubman's Championship. The BTRDA invited the Club to join the BTRDA Gold Star Championship.

This was also a year that was to herald further changes to the event when the core of the organising team that had taken the event from its inception to winning the accolades of 1988 and 1989 gave notice that it was to step down, Nick and Ian were to stand down as Clerks of the Course in two years time.

1990

This was to be the last year that the event was sponsored by Competition Car magazine as the publication ceased just after the rally had taken place, indeed it was the last year that the event was sponsored. It became known as the Quinton Stages Rally (QSR) in 1991, a title that is still held today.



The organisers rose to the challenge of putting on a BTRDA Gold Star event, it was another success and was finally placed in the best top three rallies of the Championship. Although the event regularly appeared in the top three, of the nine round championship, it would be 5 years before the accolade of best round of the championship was awarded to the organising team of the Quinton Stages Rally.

In an attempt to provide competitors from the BTRDA with more challenging stages the event dropped the use of the Sarnau complex and Esgair Dafydd for longer stages in the little used Brechfa area. Ian had built up an excellent working relationship with Roger Gatiss, the forestry officer for the area, who when hearing of the events new status offered Ian the use of a forest that had never been used before, this was Caio, which was to yield a stage over nine miles long and in prime condition.

The new status drew competitors from further afield and the event was won by Stewart Robinson, from Scotland, in another Metro 6R4.

1991

After a three year gap Ian Robertson returned to win the event but this time in a Sierra Cosworth. The event used the forests of Crychan, Esgair Dafydd, Caio and Brechfa with a headquarters based in the Metropole Hotel, Llandrindod Wells. The new organising team was lead by Joint Clerks of the Course Mike Hawthorn and Gary Pinel; Susan Butcher was still Secretary of the Meeting



1992

The deep economic recession that gripped the country had its inevitable effect on stage rallying and due to the drop in entry levels the BTRDA Rallies Committee had the unenviable task of combining the Gold Star and Clubman's Championships into one championship. This was done to ensure the future of the BTRDA as a promoter of club stage rallying and to provide an acceptable entry level on championship events and thus secure them for the future. It was obvious that the events that did not secure a place in the new Gold Star Championship would slip into extinction as the events that were in the championship were



being run with reduced entry numbers (the Quinton Stages Rally lost over £2000 in both 1991 and 1992), so without a prestigious championship to attract entries events would become financially unviable. History tells us that the Quinton Stages Rally was included in the new championship but the sport lost a lot of well respected events that were never seen again. For the record they included; the York National, the Hadrian Centurion (Kielder), the Border Counties (Hawick), the Breckland Stages (East Anglia) and the JC Van Hire (South Wales).

Mike Adams and Steve King took over as Joint Clerks of The Course; this was Susan Butchers last year as Secretary of the Meeting (*she was however, to take up the role again some 16 years later when she retired from teaching – Ed.*). The event was won for the second year by a Sierra Cosworth, this time being piloted by Brian Bell, co-driven by Philip Mills, (*yes Petter Solberg's Phil...!! – Ed.*). It was again judged to be in the top three of the Gold Star Championship. The route reverted to using the Sarnau complex together with Esgair Dafydd and the two forests in the Crychan block, and was still based in Llandrindod Wells.

1993

110 entries were received for an event that headed south out of Llandrindod Wells. Rose Alltree took over as Secretary of the Meeting and the event returned to profit. It was again won by Brian Bell and Philip Mills in an Escort Cosworth.



1994

The Headquarters moved from the Metropole to the Commodore. The event had survived the doldrums and returned a full entry of 160 crews with Mark Perrott and Garry Mansell winning in an Escort Cosworth (*Spotted the spelling mistake.? – Ed.*)

1995

In a sort of “role reversal” with Peter Bowles (who won the event and then became clerk of the course for eight years in the next Millennium) Ian Butcher (who was joint clerk of the course with Nick Jones for the first eleven years of the events history) came home first in the Formula Two category of the event and clinched the BTRDA Gold Star Championship and the Peugeot Cup. Richard York and Nigel Bayliss won the event outright in an Escort G3. The rally was on outstanding success and was voted the Best Event of the BTRDA Gold Star Championship.

The mid- 1990's to the present day

In the last twenty years of the events history it has gradually established itself in the area where it is now held. The drift has, however, been inexorably south. The Crychan forest block was originally linked with Sarnau using a HQ in Llandrindod Wells, either the Metropole

or Commodore hotels. When Sarnau was dropped the event headed south from Llandrindod. The facilities in Llandrindod were so good that successive organising teams were loath to abandon the town; however the drift away commenced in 1999 when the event began to finish at the Royal Welsh Showground in Builth Wells. Two years later in 2001 the Royal Welsh Showground became the HQ. The move to Llandovery, where the event is now based, came about in 2004.

The establishing of the Wales Rally GB in south Wales has opened up more stage mileage on the Epynt military ranges which has allowed Peter Bowles and Ray Barlow to refine the route and utilise this new mileage to the full. The event no longer needs to use the, often rough, mileage in Brechfa and can rotate Caio, Esgair Dafydd and Crychan with the loose surface military roads of Halfway, Route 60 and Monument (the forest at the end of Mabbions Way).

The highlights of the years since the mid-1990s include:

- 2004 - Matthew Wilson, the son of Malcolm Wilson, won the event just over 20 years after his dad. Malcolm was present on the event and could remember competing in 1985; “.....sponsored by some computer company wasn’t it.?” (*correct Malcolm – Nicolet...!! – Ed*). Matthew was 17 years of age...!!
- 2005 - Voted best event in the BTRDA Gold Star Championship for the second time
- 2006 - The “lower” age limit was broken when Norwegian Andreas Mikkelsen passed his driving test two days before the event and then won it at the age of 17 years and 16 days, whereas in 2004 Matthew Wilson was 17 years and 163 days...!! The unheard of Andreas was grateful to the Club for taking his entry seriously and giving him a sensible seeding so that he could showcase his talents. Andreas has since gone on to be the youngest driver to ever score World Championship points when, at the age of 18, he finished an astonishing fifth overall on Rally Sweden in 2008, beating our winner in 2004 who got his first World Championship point in Argentina at the age of 19...!!



SENIOR EVENT OFFICIALS

Year	Clerk of the Course	Dep. / Ass. C of C	Secretary of the Meeting	Chief Marshal	Safety Officer	Entries Secretary
1980	Nick Jones Ian Butcher	n/a	Mandy Jones	Steve Eagle	n/a	Susan Butcher
1981	Nick Jones Ian Butcher	n/a	Mandy Jones	Steve Eagle	Roger Barrs	Susan Butcher
1982	Nick Jones Ian Butcher	n/a	Mandy Jones	Ian Butcher	Roger Barrs	Susan Butcher
1983	Nick Jones Ian Butcher	n/a	Susan Butcher	Steve Eagle	Roger Barrs	Susan Butcher
1984	Nick Jones Ian Butcher	Peter Gray	Susan Butcher	Dave Edwards	Roger Barrs	Susan Butcher
1985	Nick Jones Ian Butcher	Peter Gray	Susan Butcher	Dave Edwards	Peter Gray	Susan Butcher
1986	Nick Jones Ian Butcher	Peter Gray	Susan Butcher	Dave Hobbs	Peter Gray	Susan Butcher
1987	Nick Jones Ian Butcher	Peter Gray Steve King	Susan Butcher	Dave Hobbs	Ray Barlow	Ginny Adams
1988	Nick Jones Ian Butcher	Peter Gray Steve King	Susan Butcher	Dave Hobbs	Ray Barlow	Glyn Davies
1989	Nick Jones Ian Butcher	Peter Gray Steve King	Susan Butcher	Dave Hobbs	Ray Barlow	Rose Alltree
1990	Nick Jones Ian Butcher	"Polly" (Jon Garrett)	Susan Butcher	Dave Hobbs	Ray Barlow	Rose Alltree
1991	Mike Hawthorn Gary Pinel	Richard Thomas	Susan Butcher	Chris Fieldhouse	Ray Barlow	Rose Alltree
1992	Mike Adams Steve King	Gary Pinel	Susan Butcher	Ray Barlow	Roger Whitehouse	Rose Alltree
1993	Mike Adams Steve King	Gary Pinel	Rose Alltree	Chris Fieldhouse	Roger Whitehouse	Rob Alltree
1994	Mike Adams Steve King	n/a	Rose Alltree	Ray Barlow	Roger Whitehouse	Rose Alltree
1995	Steve King	Richard Youds	Rose Alltree	Bob Cross	Roger Whitehouse	Rose Alltree
1996	Steve King	Richard Youds	Rose Alltree	Chris Evans	Roger Whitehouse	Jane Colston
1997	Richard Youds	Richard Thomas	Mark Colston	Chris Evans	Roger Whitehouse	Jane Colston
1998	Richard Youds	Ray Smith	Mark Colston	Chris Evans	Roger Whitehouse	Bob Cross
1999	Richard Youds	Ray Smith	Mark Colston	Pete Cross	Roger Whitehouse	Bob Cross
2000	Richard Youds Ray Barlow	n/a	Mark Colston	Pete Cross	Roger Whitehouse	Bob Cross
2001	<i>Cancelled - due to Foot and Mouth disease</i>					
2002	Peter Bowles	Richard Youds	Ray Barlow	Andy Taylor	Roger Whitehouse	Graham Townshend
2003	Peter Bowles	Richard Youds	Ray Barlow	Paul Maxwell	Roger Whitehouse	Graham Townshend
2004	Peter Bowles	Steve Thompson	Ray Barlow	Paul Maxwell	Roger Whitehouse	Graham Townshend
2005	Peter Bowles	Steve Thompson	Ray Barlow	Paul Maxwell	Roger Whitehouse	Graham Townshend
2006	Peter Bowles	Steve Thompson	Ray Barlow	John Davis	Roger Whitehouse	Graham Townshend
2007	Peter Bowles	Steve Thompson Andrew Kellitt	Ray Barlow	John Davis	Roger Whitehouse	Graham Townshend
2008	Peter Bowles	Steve Thompson Andrew Kellitt	Susan Butcher	John Davis	Roger Whitehouse	Graham Townshend
2009	Neil Cross	Ian Butcher Andrew Kellitt	Susan Butcher	Chris Fieldhouse	Ian Butcher	Graham Townshend

PEN PORTRAITS

The History of Quinton Motor Club has been written without direct reference to all the people that have contributed to make the Club what it is today either as a committee member, organiser or competitor. We have completed this publication by including some self-penned "Pen Portraits" of those members both past and present, in no order other than alphabetical.

MIKE ADAMS

I joined QMC in 1975. Since then I have served on the committee for 25 plus years with spells as Vice Chairman and Treasurer (whilst Graham regained his sanity). I competed regularly in the late 70s and 80s, mostly on road rallies and mainly with Ian Butcher both driving and navigating. However, I navigated for a number of other people and also competed on other events such as autocrosses, single venues stage rallies, autotests and sprints. At the same time I was involved in organising, firstly with the Acropolis road rally, where I started as Entries Secretary and went through most jobs to end as Clerk of the Course. I then got involved with the Novices road rally before moving onto the Acropolis and d'Isis single venue events. There was also involvement in the forest rally, including the role of Clerk of the Course for one year. I also did a number of years organising autotests and some weird club nights based around egg races...!! I keep my hand in these days with co-ordinating results on the forest rally; I have done this for more years than I want to remember. I also do the time scheduling on the MIRA single venue.

This anniversary ought to be a time to reflect on what I have personally gained from and given to QMC. It was already a thriving club when I was introduced to it and although being a keen competitor I was soon dragged into helping out on events. It has been a unique experience working with the different organising teams over the years. The wealth of experience within the club has meant that we have always had the ability to resolve any problems that arose – generally without competitors realising what was going on. The buzz that I got out of organising events was in knowing that we, as a team, had done a good job.

In working together with the different organising teams several people deserve a mention for their help in making my time at QMC special: Ian (& Susan) Butcher; for getting me into QMC, getting me into event organising and getting me into the driving seat. Mike (& Hilary) Stratton; who took over where Ian left off, we organised all sorts of events together and it was always enjoyable. Roger Whitehouse; who is directly to blame for getting me into results and timing. Graham Townshend; for letting me be treasurer for a while. Neil Murray; for letting me organise the Acropolis for him when he was incapacitated, and for inviting me to go skiing where I met Ginny who later became my wife and sanity check. Steve King and Peter Ratcliffe; both great characters who were prepared to just go for it in their own particular ways, regardless of the rules; and all the others that I have not mentioned due to lack of space rather than anything else.

Memories? - the throttle stuck open on the Long Plantation, Ian thought it was impressive driving but I was panicking: changing seats seven times while navigating an Acropolis course car: manually calculating results after being awake all night: digging the toilets at the early autocrosses: PRing whilst on honeymoon: setting clocks for targa timing on night events. QMC has been a large part of my life for 35 years, it's been fun and, yes I would do it all over again.

PETER ASH

1973: I joined Quinton Motor Club.

1973 - 1980 I Marshalled on night rallies, having been persuaded by Steve Eagle that it was fun to stand around in freezing cold weather!! One night when we were marshalling on Epynt, a car went off down a bank close by and we went to investigate. As we were scrambling down the bank a Mini followed in the first car's tyre tracks. It nose-dived just behind Steve and rolled right over him, squashing him into the mud. We all thought he would be injured, but he just pushed himself out of the mud, wiped his face and exclaimed - "What the XXXX was that...!!?? On another very cold night rally we were manning a time control, when half a dozen cars arrived in a short space of time. After we had sorted their times and sent them on their way, we returned to our cans of beer to find they had frozen! That was COLD.

1980 -1985 I competed in various night road rallies as navigator for Graham Hill (no not that one), a work colleague. We were using his company cars..! At about this time, Mike Dugmore and I resurrected an event QMC used to organise, the annual Production Car Trial. We hired a site on the Bridgnorth Road outside Kidderminster. These were fairly civilised meetings, with lunch laid on at the local pub (Three Crowns & the Sugarloaf). The afternoon runs were always more interesting to watch!

1986 - 1996 In May '86 I finished building my Dutton Phaeton S3 kit-car, which was originally built using a 3 litre Ford V6 engine, Scimitar gear-box with over-drive and an Atlas rear axle, all from a Ford Capri. July '86 was my Hillclimb competition debut at Shelsley Walsh (nothing like starting at the best venue), where I had been marshalling on and off for a few years. This was the start of a continuing battle against the clock and steep gradient at the most picturesque (and oldest) motor sport venue in the country. After two re-builds the Dutton finished as a fairly competitive 2 litre road-going sports car. My best result at Shelsley was a 36.04 in July '92. In July '95 I won the Garvagh Cup for the best time by a road-going car, having beaten a whole class of Porsches.

1997 - 2005 During the '96-'97 close season I sold the Dutton and embarked on re-building a Westfield, which I had acquired as a write-off. This was built using a 3.5 V8 Rover engine, Getrag BMW gearbox and the Tran-X diff from the Dutton. All the engine and transmission units were bolted directly to the chassis to keep it very stiff, as this was not going to be a road car. All up weight, including 90kg of me, was 640kg, which coupled with 200 bhp and loads of torque, meant phenomenal acceleration as those members who came to the Club's Curborough summer evenings will remember. This car moved me into the next class up (over two litre mod-prod cars), and coincided with an influx of very powerful cars into this class. Needless to say I struggled to finish at the top, and was usually less than halfway up in the class. However, one can always take pride in beating your previous best time and maintaining improvement to the performance both of yourself and the car. Hillclimbing and sprinting are very friendly, but competitive sports, and to be thoroughly recommended.

RAY BARLOW

When Quinton Motor Club celebrates its 50th anniversary I will have been a member for 47 years. I saw an article in the Birmingham Post saying that the Club was looking for members. As I had for some time been interested in motorsport, and was the proud owner of an 850cc Mini I decided to go along. I was indeed made welcome and within weeks took part in my first event a 200 mile road rally in the Welsh Borders organised by the Club – the bug had bitten.

1966 was the pivotal point in my motorsport career. Colin Francis moved from his native Aberdare to settle in the Midlands. He joined Quinton to keep up his motorsport activities. We quickly became friends competing together whenever we could, this put my performances on a different level. Colin was also a skilled event organiser and introduced me to the pleasure you can get in organising events. We organised the d'Isis rally and in 1968 the Rally of Epynt run as a stage rally at night, a totally unique event at that time. It was with Colin competing on a road rally just outside Welshpool in 1969 that saw the end of my original car 585 BNP by then with a 1275 engine. I was confronted by a car coming in the opposite direction with no lights on, his alternator had failed and he was trying to get home. I fortunately avoided him, but lost the back end, hit a telegraph pole bringing it down and barrel rolled. Exit a very reliable car with an enviable rallying provenance. After this experience I was looking for something different and tried my hand at autotests, PCTs and forest stage rallies. Notable among the forest rallies that I did was the Red Hackle based in Perth, 100 miles over two days in some very rough Scottish forests competing with Peter Whiting. We went on a shoestring budget, no service crew, we drove the car up and back, we had only the road tyres the car was on plus four Dunlop SP 40 gravel tyres. Yes we did finish but at the expense of a cracked sump that used about five gallons of oil to limp home!

1973 brought another notable event. It sounds grand to say it was a works drive but effectively that is what it was. I was offered a seat in a Cortina GLX on the three day Mobil Economy Run. It was delivered to us by Ford mechanics in Harrogate, we were quietly told that all oils and bearings had been prepared using the lightest grade possible and not to run at prolonged high speeds. We had terrific hospitality every evening in the best hotels, free fuel and car. I could get used to motorsport like that...!! We finished 3rd in class.

My final event as a driver was the Welsh International that I did with Peter Whiting. We went off about 1 mile into Halfway forest down a steep bank and only came to a halt when a tree and the car came into solid contact. Car written off and a realisation that I was not as good as I thought I was. So on to organising events. I am now Assistant

Clerk of the Course and Mid Wales Regional Organiser for the WRGB, I still get a lot of pleasure from this side of the sport.

PETER BASS

I was not a founder member of the Club but joined very shortly afterwards when I had passed my driving test. This gives you a clue as to how geriatric I am now. The club was mainly about rallying but not as we know it today. Saturday overnight rallies on public roads using “ordinary” cars were the norm. The RAC competition rules required an average speed of no more than 30 mph between checkpoints. Consequently the organisers chose unclassified roads and tracks – “yellows and whites” as coloured on OS maps. Sections were from map reference A to B and the navigator had to determine the fastest route. This resulted in “marked OS maps” (not pace notes) being essential. Navigators spent non-rally weekends exploring which of these whites were “goers”, i.e. not impassable due to padlocked gates and unmarked buildings or even ponds built across them.

The ordinary, affordable, cars in those days had a pathetic performance by modern standards so serious competitors had to make modifications. First you had to improve look and sound – multiple spotlights on the grille (plus one on the roof) and a noisy “straight through” exhaust system simply to be credible. Next came the real business of making it faster, hold the road better and stop quicker. This was very much a DIY job for most of us – bit by bit as and when we could afford it. Gas-flowed cylinder head with stronger valve springs, high-lift camshaft, new carburettors and manifolds, “competition” shock-absorbers, “hard” anti-fade brake drum linings, stiffer anti-roll bars, etc. The “white” roads not previously reconnoitred often resulted in the dead end of a farmyard with no obvious way through. The roof rotateable spotlight was used to scan for all possible exits before the driver cursed the navigator and noisily departed. This must have terrified the residents (human and animal) and today would have earned us at least an ASBO. Even on the “yellow” roads, dozens of noisy cars thrashing through sleeping Welsh villages in the middle of the night was hardly considerate.

The social side of the Club was terrific for the younger members. There was seldom a weekend without someone throwing a party when their parents were away. Browning’s Service Station (Quinton) was the club’s unofficial headquarters. Quite a few members worked there as petrol pump attendants in the evening to earn money to modify their cars. Many of the rest of the members called in to fill up their cars and have a chat. It started as a great club and I am pleased to see that it has grown and prospered since.

PETER BOWLES

My first event was a 12-car rally around Worcestershire that I did not finish, but being a determined newcomer I then went out on the next Saturday evening and completed the route on my own! The seed had been sown.

I joined Shenstone & District Motor Club in 1976 and started competing regularly on 12 car rallies. This was followed in 1977 with my first venture into stage rallying, when I competed on the Southbound Rally. I continued doing regular stage events with Ken Green as my co-driver in an 1100cc Escort, until it was obvious we were on the limit of the car’s capability, enter my first Mini Cooper S. This was a very quick 1293cc motor, but unfortunately not a stage car, so off I went to take on the big boys in the *Motoring News* Championship in 1979. Terry Spall became my new navigator and we met with some success. We won the novice class on the Ross Traders’ Rally I suddenly found life with the big boys wasn’t as easy as it looked, with us not even getting near making the top 10. I tried another Escort, another Mini 1340cc and finally threw all my money into a very quick twin-cam Escort. I have nothing to report in the way of success but continued to enjoy Saturday night thrashes around the Welsh lanes.

1984; along came my new wife and the house, off went the Escort and motorsport. I didn’t know what was to follow though, probably the best time in rallying for me.

In 1988 I took up the position of Workshop Manager at Wednesbury Motors; this is where it really happened for me. Under a sheet in the workshop, I “found” a brand new plain white Metro 6R4. In passing, I mentioned to my boss, Rob Lawrence that I would be willing to co-drive for him if he ever wanted to use it in anger. Once it was prepared the following months were really hectic we did events from Cornwall to Scotland with hardly a break. In 1989 we took part in the Metro Superchallenge, which consisted of numerous rallies and races around Britain. We finished the challenge in 3rd place and managed to take the Rover Dealer award. The highlight for me in 1989 was winning the

Quinton Stages, as we were the first Quinton members to win the event. For 1990 Rob had managed to get hold of a GpN Toyota GT4. He immediately got to grips with it and we won the d'Isis Rally the day after registering the car and fitting the safety bits.

In 1993, I was approached by Doug Evans, who asked me to co-drive for him on the RAC Rally. It turned out a great adventure. We finished the event last on the road almost twelve hours behind the winners Juha Kankkunen and Nicky Grist, but what a week. I still treasure my finisher's medal. I took over from Richard Youds as Clerk of the Course on the Quinton Stages and over the past few years have been on a steep learning curve. I must thank the Club's team for helping me with one of the best National B events on the calendar

Just before I finish I feel I must point out that there is nothing to beat motorsport with all your friends around and also with the help of a good team. I am lucky to have had both.

MIKE BROAD

I blame my older brother Robert! He was in Shenstone Car Club and asked me to navigate on a small club event in his Mini Cooper. It was May 10th 1966 – we won – easy I thought, so I continued.

My first RAC Rally was in 1968 with club member Alan Jones, but we retired on the last stage whilst in 13th overall. I continued doing *Motoring News* events with various drivers and my first foray abroad was the TAP Rally in Portugal in 1970 with Mark Ridout. That year changed my life as I resigned from my job as a travel agent to become one of the HQ staff for the London – Mexico Rally. I met all my heroes on that event. My first big break arrived from Tony Fall who ran Dealer Opel Team UK when we did a number of events together. When he retired from competing he gave me Tony Pond and we had some good results together in the underpowered Ascona including a famous win on the 1975 Burmah Rally. In 1976/77 Tony asked me to join Walter Rohrl, I said yes! I still consider Walter to be the most gifted driver I have ever sat with. I finished my days with DOT on the 1977 RAC Rally with Bror Daniellson finishing for the first time in 10th place overall.

Whilst with Rohrl on the Scottish I met Andrew Cowan, who was looking for a co-driver for the London – Sydney. I jumped at the chance and along with Colin Malkin we set off in a Mercedes 280E to win the longest motor sport event ever held. Between 1978 and 1981 I had a number of drives with British Leyland in a TR7V8 with Lampinen and Eklund, TTE in a Toyota Celica with Asterhag and Saab with Stromberg.

Then life settled down. Russell Brookes asked me to join him and we stayed together for the next seven years. The first year in the Sunbeam Lotus wasn't that successful although we did win the Pirelli Rally, but things got better when we joined GM using the Chevette in 1982/3 and the Manta 1984/7. We won the BRC in 1985 as well as events such as the Manx, Circuit, Welsh, etc. We even had a few visits abroad winning in Bahrain and top places in Cyprus and Germany. When Russell moved on in 1987 I did a few events with Malcolm Wilson in the Astra and a full year (1988) with Dave Metcalfe. February 1987 I stepped in at the last minute to co-drive for Colin McRae on the Swedish Rally in a Nova. He was 18 years old, on his first WRC event. We finished 36th overall, the start of a fantastic career. From 1989–92 I was team manager for GMDS in the UK and GME for the world team running drivers such as Malcolm Wilson, Mats Jonsson and Louise Aitken Walker with whom we won the Ladies World title in 1990.

I retired from competition in November 1992. I am now in business but very much involved in motorsport. As well as having the honour of being President of Quinton Motor Club I am President of the BTRDA. I am a committee member of Ecurie Cod Fillet and I sit on the MSA Council.

IAN BUTCHER

I joined Quinton Motor Club in 1975. I quickly became involved in organising events when I joined Graham Townshend and Dave Bowlas in putting on the first Acropolis Rally after the 1974 fuel crisis. I remained Clerk of the Course of that event for five years before joining Nick Jones in the organising of the forest stage rally.

My competition 'career' started in 1976 when Mike Adams and I bought a fully prepared Lotus Cortina from a mate of Bill Skermer. We did night rallies, autocrosses, sprints and anything else that took our fancy. In 1980 Bill Davies (the D of D&W Tyres) offered us sponsorship so with the help of Olly Bayliss a Mk2 Escort (ex-police panda car) was

combined with the bits from the Lotus Cortina to produce a Mk2 Escort Twin Cam. I continued to rally this until 1983 when my children arrived on the scene to take up all the spare cash. I had some success with the Escort with Mark Davies co-driving, coming second in class in the AWMCC Stage Rally Championship in 1983. I was also Club Champion for the second time (only the third person to achieve this at that time) and the Club's Stage Rally Champion that year. After 7 years driving I began to realise that lack of talent as well as money would preclude any great career in motorsport so let Mark take the Escort to New Zealand with him when he emigrated.

I immediately took up co-driving with fellow club member Ken Benefield in the Lada Challenge, we had a ball...!! The Challenge allowed us to compete on the national scene in the Marlboro Autosport RAC National Championship. We also did the International Welsh Rally, where we took a class award at the first attempt. We went on to win the Challenge at our second attempt in 1987. When Ken retired I started to co-drive for Martin Pearce in a GpN Sierra Cosworth, we won our class in the BTRDA Gold Star Championship in 1988. This was the year that I was asked to sit on the BTRDA Rallies Committee, which I did for nine years, two as Chairman – a great honour. When Martin also retired I teamed up with Ricky Evans for some fantastic years in the Peugeot Challenge and then the BTRDA Gold Star Championship. The Peugeot Challenge took us to closed road international rallies in Belgium and France, an unforgettable experience, mainly because in trying to keep up with Richard Burns we kept going off...!! It wasn't all bad because out of the 50 or so Peugeots that regularly competed we finished third when Richard won in 1991.

Rick built a Group A car for 1994 and we entered the BTRDA Gold Star Championship that year. We set out to win it, which we did with the "points-mean -prizes" attitude. Although this was the first championship Rick had won in all his years competing he was not happy as we had not shown our true speed, so we returned to defend our title in 1995. We drove flat out on all the events, won the first 7 and retained the title on the Quinton Stages, which gave me a real buzz...!! Part of our prize for winning the Gold Star was a free entry on the RAC Rally. We were in line for a class award when the engine management system decided to call-it-a-day on the last stage on Wednesday afternoon...!! We did however get our finishers awards, this was at my second attempt.

The new millennium has seen me return to organising and marshalling on events, even managing a trip to Spain to act as travelling timekeeper on a week-long Historic Rally – great fun...!!

SUSAN BUTCHER

"In the summer of 69" - a good song and a good summer...! I was at college in Gloucester when taken by some friends to a hill climb at Prescott and then on another occasion to a hairpin bend on a rally on Epynt. The bend definitely spawned my love of motor sport with the likes of Will Sparrow in a Mini getting the turn completely wrong several times...!!

Two years later I met a certain Ian Butcher and together we went to several motoring events but mostly circuit races, we were at one time season ticket holders at Mallory Park...! A friend took us to the Grand Prix at Silverstone and then Chequers Motor Club. Here we were introduced to rallying, PCT's, autocrosses and a certain Mike Adams. Ian and I were married in 1973, a year later and with a lot of experience of marshalling and organising we joined Quinton Motor Club at the same time as Mike. Ian and Mike bought a Lotus Cortina, which lived at our house, and they began competing and I began a career in following rallies around the country either by marshalling, servicing or spectating. By the time Ian did the Welsh Rally in 1988 I could take myself and whoever was in the car around all the Welsh stages without looking at a map...!! Once I was allowed to co-drive on an airfield single venue, at a chicken farm in Herefordshire, when both Ian and Mike entered as drivers.

In 1976 I became Secretary of the Meeting of the Acropolis Rally, a position I then held, concurrently with Entries Secretary at times, until the forest stage rally began. Along the way I also held the same position(s) on PCT's and sprints. In 1980 I became Entries Secretary of the first forest stage rally and as you will see elsewhere in this publication I was on the organising team until 1993, coming back to the secretaries job in 2008...!! Until about 1990 I had to type about 100 letters, each one individually, for the stage rally. Our children say they used to hear the click of the typewriter keys downstairs as they fell asleep...!!

I edited the "Full o'Chat" magazine for ten years, at first sharing the roll with Mandy Jones (Nick's first wife). This was before computers were available in their present form. Everything had to be typed onto "skins" and then run off on the clubs "Gestetner" printing machine, a task ably performed by the late Peter Ratcliffe.

So do I regret spending so much time around our sport? No, I have had a great time throughout the years and met some great people, seen some amazing places and enjoyed a lot of motorsport along the way. Now that I have given up teaching I am able to spend more time in the sport as I am not restricted to school holidays. So last year I completed a childhood dream (yes, I was interested in fast cars before 1969) and went to Le Mans and rode the famous Ferris Wheel, one ambition complete now I have to do the Monte Carlo Rally and the Monaco Grand Prix..!!!

JOHN CONNOR

My knowledge of rallying prior to 1983 was limited to Cossack adverts and for some reason as a child I had, and still have, a TR8 Scalextric rally car. Around 1983 my friend Paul Hutt (former QMC member) kept asking me to come and watch some road rallies, my main interest was beer, I could not understand the attraction, wasting drinking time. However in November 1983, one Sunday morning, he dragged me to Sutton Park to watch the RAC Rally - wow, thunderbolt city.! A truly life changing day.

I joined QMC in 1984. We went on to watch the AGBO and Eagle road rallies that year, I was hooked, totally. My first event was the Dai George Memorial in late September 1984, I was driving and Paul was navigating. I still recall thinking we had won, as we walked into the finish venue to be totally gob smacked at just how slow we were. I had moderate success at road rallying and like all new road rally partnerships I progressed as a driver quicker than Paul progressed as a navigator. He was never that committed and I also knew very, very little about the sport or how to progress, it was great fun though and we moved onto stages in 1987. Our first event was over Epynt, no overalls required back then, just long sleeves and I recall having a rollicking at the first stage finish for wearing a "T" shirt. I smile to myself when I hear crews say venues are dangerous.

I met my very good mate Clive King at Down Ampney in 1988. I bought a house in 1989 and that was the end of the driving. I did not want to leave the sport so I took on running the AWMMC Single Venue Stage Rally Championship and started co-driving on single venue events. It was the best thing I ever did as I met Colin Knott via Clive and I contested the Mintex Championship in 1992 with Colin and sat with Clive in the AWMMC Championship in the "works" YUGO's. All good things end and the war in Yugoslavia ended the free rallying. In 1993 I ended up working with Clive and rallying with Colin. In November 1994 we contested the 50th RAC, it was and still is one of the biggest highlights of my life, rallying Sunday, Monday, Tuesday and Wednesday, we also finished, something I failed to do in 1997 and 1998.

I really could go on and on, rallying has controlled my life for the last twenty five years, through marriage, the birth of two children, I have worked my n**s off to continue to compete. Sometimes you question why, but not for long I am talking minutes, the bad times pale into insignificance compared to the ultimate highs. I count myself as very lucky not to have missed a season in the last twenty five years and I am proud to have been a member of QMC throughout those times and half of the clubs history!

STEVE EAGLE

This is all a very, very, long time ago. I was an apprentice at GKN Screws & Fasteners. I joined the GKN CAM (Car and Motor Cycle) Club. I recall that the CAM Club was going through a lean time, one of the lads (it could have been Malcolm Bradley or Dave Coton) suggested we go along to Quinton Motor Club.

I finally joined QMC in 1967. My first recollection of rallying was when I entered a night event in my Mini Cooper, with myself driving and my brother navigating. Needless to say with absolutely no clue about marshals, controls, timing, maps or anything else that goes into the organisation and participation of a rally, we found ourselves completely and utterly lost. I thought, this is not as easy as it appears, so we had a go at marshalling, and yes, we again found ourselves completely lost on the Long Mynd.

Money was tight and I couldn't really afford to compete, but not having the skills in the first place made this an easy decision. Having expressed the slightest glimmer of willingness, I was quickly co-opted onto the Club's committee and ended up PRing in Wales, where else? Anyway, this was to be an education, Graham Townsend had forgotten the frying pan; 'not to worry' piped up Dave Gregory, I'll fix that; he removed a hub cap from his company car, wiped it round with an oily rag, and we all enjoyed our bacon and eggs; the hub cap was blued from the heat; but that's what

company cars are for. Not long after this I was press-ganged into the position of Chief Marshall on the Novice Rally. Not an easy task, but with willing hands we managed to man all controls and we had a successful event. This success was, I learned, typical of the events organised by QMC, which said much for the organising team. As Chief Marshal on any event, you soon make many contacts, some of whom become your friends. Among the stalwarts from those days are Steve George, Pete Ash, Peter Ratcliffe (a true and hard working member of the committee who is very sadly no longer with us), John Davis, and Ray Thompson (famous for owning ex-works Mini ORX 77F – I did drive it once – boy, what a car!).

My first encounter with Steve George was on a production car trial. I was marshalling, Steve was stuck in the mud and I tried to push him until he found traction; he did, I fell over and he ran over my knee; a good thing the ground was very soft so luckily no permanent damage. We were out marshalling on a night event and came across Steve and Pete Ash, their car perched on the edge of a very steep and long incline, the only thing preventing the car from going all the way to the bottom was barbed wire running through the hedgerow. Mike Stratton finished off his clutch in trying to extricate Steve's car...!!

Through my business I met Pat O'Brien, of Nicolet Instruments, we struck up quite a good relationship, I just happened to mention that QMC were looking for a sponsor for their forest stages rally. Well, Pat took this on board and before long he had discussed this with his MD Andy Campbell (he used to turn up to the events in his Rolls) and they began a series of sponsored events, the rest is history...!!

CHRIS FIELDHOUSE

I moved to the Midlands in 1980, located a Squash Club and picked an opponent from the ladder - Ian Butcher. Motorsport did not crop up in conversation so imagine my surprise the following weekend when I bumped into Ian and his family in a pub while spectating on the Welsh Rally. Having always been interested in rallying and having marshalled on *Motoring News* events in the 1960's I was quickly signed up and have been a loyal QMC supporter ever since.

I began by helping Ian organise the Nicolet Rally and by marshalling and timekeeping. Next I was recruited into his service team when he co-drove Martin Pearce in the eighties. There are many stories I could relate about their antics when competing in a Sierra Cosworth, particularly when I was in the chase (sorry, management) car:-

- Locking themselves out of the car, with the engine running, just before the start of the Wyedean;
- Hiding behind a pub in south Wales to let Andy Burton, in his Lancia Integrale, pass to gain advantage on the last stage when only a few seconds separated them.

Another unforgettable experience was navigating Will Clarke in a service van on the 1988 RAC Rally. It was like co-driving a competitor. He seemed to forget that he was driving a Transit with wheels and jerry-cans on the roof as he shaved corners in the snow on the Scottish Borders, throwing the van around with gay abandon. We were supporting the Howes brothers in their Sierra XR4x4 and must have been going faster than they were sometimes! I had introduced David and Nigel to rallying by spectating on the 1986 RAC, and got them started with tuition from Ian. It was gratifying to help them successfully complete the wintry 1988 event.

Quinton ran a PCT around then and I took my Sierra Estate (didn't tell the boss!). My seven year old son and I enjoyed it. I didn't do as well as Mike Masters in his Imp, who really got the bug! Soon Mike and I owned up to seven Imps between us. Equipped with trailers and offspring, we competed all over the country in the BTRDA Production Car Trial Championship.

My passion for Lancias began with my Fulvia Zagato in 1980. It led me to try a Y10 on trials, autocross, driving tests etc. It was a fantastic little car, sadly missed. In 2004 I commissioned restoration and preparation of a 1966 Lancia Fulvia S1 for historic rallying. I had amazing experiences and fantastic fun doing at least 30 different events and achieving second overall on my last rally in France, with daughter Kirstie co-driving. The lesson I learned and the message to all would-be competitors is: "Don't just talk about it and don't put it off - DO IT!" Not doing it nearly denied me these last few fantastic years of competitive motor sport. I don't have a suitable car currently so am officiating and marshalling again, putting something back and hoping I can compete again soon.

PETER FIELDHOUSE

I felt honoured to be asked to submit a profile for the QMC's 50th anniversary publication, particularly as I have only been a Club member for less than a tenth of that time! However, my connections with Quinton do go back a lot further.....

Having been born a Yorkshireman, I was reared in Shropshire, fortunately close to the then centre of British rallying – Wales. But it was speed hillclimbing that first attracted my motorsport attention, with one of the UK's classic venues – Loton Park – nearby.

Aged 17, I became the joint owner of a £50 Austin Ruby, the car sadly ending its life after an argument with a lorry in Pangbourne. The replacement was my own Austin A30, whose paltry engine was soon replaced with an uprated Sprite version and the little bomber became a regular sight at controls on Welsh night rallies. Yes, the rallying bug had bitten – quite how I can't really remember, other than (I think) my first time into Wales marshalling with a friend. I was violently car sick on the journey out, but mustn't have been too put off! Then, with my girlfriend of the time, many happy Saturday nights were spent in the Welsh lanes marshalling on *Motoring News* road rallies – the pinnacle of late 60s' rallying in the UK. I then spent three years in Oxford and my first period of competing – night rallies in the A30 of course. But Colin Malkin's Imp was the front-runner on the *Motoring News* rallies, so I had to have one and the A30 was swapped for a standard Imp, which was rapidly modified into full rally spec. Student funds prevented any competing, but I did enjoy the 'mini-Porsche', apart from the times the engine blew up!

Then my career as a schoolmaster in Hereford took over my life and, although I always drove 'interesting' cars and *Motoring News* was my weekly bible, there was not much time for motorsport, other than marshalling. We're talking early 80s now and with Brother Chris having joined Quinton, I was volunteered for duties on rallies in Wales and beyond. Living too far away, I didn't think I could play a full enough part in the Club to become a member, but had frequent contact with QMC over the next twenty years. I returned to competing in the 90s – this time mainly hillclimbing – and kept up the marshalling throughout, but it was not until my move to Evesham that I finally felt it was time to join and make a full contribution to what I had regarded for years as one of the UK's leading motor clubs. I felt privileged to be invited to join the Committee in 2005 - and it was all downhill from there.....

I am lucky to be able to spend much of the free time allowed by my very early retirement on work for QMC and hope that I can continue to help the Club grow and prosper still further into its next fifty years.

COLIN FRANCIS OBE

I joined QMC in 1966 when my job brought me from my native Wales to the West Midlands. I joined Quinton through knowing David Gregory. I began to navigate for Terry Rickards in his Mini Cooper S. I also navigated for Ray Barlow. We formed a good organisational team running many events together including the d'Isis Rally, the Novices Rally and a one off Rally of Epynt. During my time at Quinton I also navigated for Paul Maxwell, Pauline Wynn, David Stephenson and Dave Bowlas. I became a Committee member of the club and then Chairman of the West Midlands Association for three years. This led me to serve on the RAC's Rallies Committee for the next ten years.

In 1969 I teamed up with Frank Pierson from Whitchurch. Frank was one of the quickest club drivers around at the time and we had many good results including the best private entrant's award on the Welsh International and RAC Rallies. As a result of this success I was beginning to get the occasional rides for works teams. Skoda gave me my first big break through in 1974 when I did a lot of rallies with Marku Saaristo. We also drove a Group 1 Escort for Ford on the 1975 RAC Rally. This led me to co-driving for Pentti Airikkala in an Escort for David Sutton Motorsport on the 1976 Welsh, when we managed second place. When Pentti moved to Dealer Team Vauxhall to drive their new Chevette he took me with him. We were very competitive and managed second places on the Mintex, Granite City and Jim Clark rallies in early 1977 before giving the Chevette its first win on the Welsh Rally beating Ari Vatanen and Roger Clark.

I retired from co-driving in late 1977. When I retired Bill Blydensten had asked me to run his team of DTV Chevettes, I ended up running the team on the events. I managed a lot of drivers for DTV including Tony Pond, I think Tony was one of the best drivers the UK has ever produced. Through all this I had retained my contact with the Welsh Association of Motor Clubs and when they held their Silver Anniversary in 1982 I agreed to organise a rally for them. This was based on the RAC's Golden 50 Rally which had run earlier that year. The Welsh Silver Jubilee Rally was a

landmark which I am very proud of. It later became the Coronation Rally which started Historic Rallying as we know it today.

On my return from working in America in late 1988 historic rallying had moved on, the HRCR had been formed and the first Classic Marathon had been held in Italy. I became involved in this new form of motorsport. I now compete on road events regularly, mostly in Europe. In 1990 I helped to organise the Welsh Rally Retro and was proud to win the historic Illuminations Rally with Arthur Senior in 1997. Arthur had won it in the 50s and I had won it in the 70s, with Frank Pierson, when it was regarded as one of the best road rallies in England.

I have gone on to win many historic road events including the Rally des Alpes, Monte Carlo Challenge, Liege, San Remo, and the Classic Marathon. I continue to be involved in the running of the sport and serve on the Events Commission of FIVA, and the Historic Rallies Commission of the FIA, having won their Regularity Championship in 2005.

MIKE HARRIS

I joined QMC in 1966 with Brian Mackenzie who was later to become my business partner. My initial involvement was marshalling on night rallies with our then girlfriends Sue and Sheila. My main memory from this time was damaging the front wing of my works Anglia Van trying to keep up with a convoy led by a mad sector marshal..! Sometime later, after complaining about boring 'beetle drives' at club nights, I became Social Secretary. In addition to more interesting club nights I also organised a series of 'Gentleman's Evenings' which proved very popular, but after a particularly 'risky' evening at the California I decided that my liberty might be at risk if I organised anymore !

The highlights however, were the Club's Christmas Revues which I produced with Brian Potter. The scripts were devised under the inspiration of some Glencoe 100% proof Malt Whisky and involved persuading various club members to dress up and mime to pop records and take part in spoof chat show interviews. I can't remember how many shows we put on but they included shows at the Stag & Three Horseshoes, the Holly Bush and the final one at the Quinborne Centre. This last show featured, amongst others, Ian Butcher, Mike Adams and Neil Murray as the Bee Gees, Graham Townsend as Frank Sinatra and someone who shall remain nameless in skin-tight leopard skin trousers singing 'Do you think I'm Sexy' !

On the competitive side I started navigating for Brian Mackenzie in his Mini on night rallies before my first event as a driver in my own 1100cc Mini on the Clubs 1970 Acropolis Rally. This was followed by a lovely Mk 2 Ford Cortina 1500 GT in which I won the Club's 1971 Novices Rally, on a very icy night..! Next came a works Group 1 Escort Mexico, that had been built for a Celebrity Race, which it had won driven by Jack Brabham. I competed for several years in this car with some success (and the occasional off..!) in road rallies, stage rallies, autocrosses, sprints, production car trials, etc.

With the birth of my daughter the rally car was replaced with more sensible family transport and I became more involved in event organisation. I was Clerk of the Course on the Tarmac Trek which was great fun. It started in Fairborne in north Wales and included some of the classic night rally roads, such as the Harlech hairpins, in that area.

I was club Chairman in 1978 and 1979, during this time the most important event to me was organising the Help Service which the Club provided for the Birmingham start of the Lombard RAC Rally which was based in the Holiday Inn. This helped raise the profile, and also much needed funds, for the Club. I was also involved in organising a Club float, full of attractive young ladies in hot pants, and a cavalcade of Rally Cars as part of Martin Hone's preparations for the Birmingham Grand Prix.

Nick Jones asked me to commentate on the Weston Park spectator stage of RAC Rally when he was Stage Commander and this lead to me becoming a 'Commentator' on the RAC Rally spectator stages and various other events for a number of years. The most enjoyable was probably on the Manx International when I did the commentary from the balcony of the 'White Hart' pub overlooking the square in Castletown where they provided me with ample refreshment.

MIKE HAWTHORN

I joined Quinton Motor Club, to do the novice road rally in 1980. I'd just brought a Simca Rallye which was prepared by Bill Bengry and was previously driven by Skip Brown, winning it's class on the Welsh Rally of 1972. My navigator for the night was Clive Scrivens, we didn't get that, having left the road and smashing the lights, so we retired. I only used the Simca once more after that finishing 2nd on a grass sprint.

After that I got involved with helping out on lots of Quinton events.. I joined the team that organised the forest stage rally and after working on the event, in various positions in the 1980's I became Clerk of the course in 1991. My involvement continues to this day. In those halcyon days I was also involved in the Acropolis Rally.

I brought a Lada of Bob Ward in 1988, formerly owned by Steve Curtis. So I entered my first stage rally as a driver. Ian Thomas offered to co-drive for me, I'm sure that he did it for a bet.! We entered the Acropolis Rally at Wheaton Aston, we failed to finish due to steering problems, but then things just went from bad to worse, the trailer that we had borrowed broke and we could not get the car off the trailer when we got home.!

In 1989 we entered the Lada Challenge and managed to finish third at the end of the season, having a lot of fun along the way. In 1990 we brought a new shell and all the bits off the old car were bolted onto the new one. We entered a few rallies that year to get the feel of the new car, Ade Hardy sat with me. In 1991 I entered the Lada Challenge again and at the end of the season we managed to finish in second place.

After this I stopped competing for a few years due to lack of funds and a change of employment but then I came back to compete in the Lada Challenge in 1995, finishing fifth overall.

The following year Steve Curtis co-drove for me for a full assault on the championship. The Challenge ran alongside the Top Gear Championship and included the Vauxhall Rally of Wales, the Pirelli International, the Perth Scottish, the Morgannwg and Trackrod Rallies. We had a ball and finished third at the end of the season. I carried on competing at various levels until 2000 when I entered my last event as a driver. Ironically the last event that I drove on was a Quinton event 20 years after the first.!

The car was then passed down to my older son Simon who, in his first year in rallying, won his class in the Heart of England Championship. The Lada then went to the great scrap yard in the sky..!

In 2002 I sat alongside Simon in his Ford Escort, again entering the Heart of England Championship. We were first in class D. This was to be a very proud and fitting end to my rallying career having been fortunate enough to have been able to compete in rallies with both of my sons.

IAN HOWARD

I would like to write about myself here but I find myself drawn to what QMC means to me and all the joys and memories that 22 years of membership have brought me instead. I joined QMC as a fledgling co-driver in 1987 and what struck me immediately was the kindness and generosity of the membership who were always there with advice and guidance. By god I needed it! Bob Ward and Ian Butcher warned me of the pitfalls and pleasures that come with sitting in the navigator's seat early on and I thank them for their words of wisdom.

Being a QMC member has allowed me to experience thrills and spills and joys and heartaches and the "speed" - don't forget the speed. The absolute joy of guiding a rally car through a stage working in harmony with a decent driver is one of life's greatest pleasures and getting a great result at the end has provided me with the happiest days of my life.

Speaking of drivers, here's my advice to young navigators. You will always be the bridesmaid and not the bride. Understand that simple fact and you'll find your niche. You are there to cajole and squeeze speed out of your driver. Build their confidence and they will come up with the goods and above all don't make mistakes. If you do, learn from them and don't make the same ones again!

It's nice to have the opportunity through these pages to pay tribute to the finest rally mechanic that I have ever had the pleasure of working with. I can put my hand on my heart and say that I owe my life and wellbeing to Dave

"Wilbur" Wild. Wilbur was the most resourceful, skilled and selfless man that I have ever met in motorsport. He could literally perform miracles and produce championship winning cars, seemingly from dust. I cannot ever remember a mechanical failure on any rally car that he'd laid a spanner on. Dave once did a front brake pad change on a Pug 205, singlehanded in less than 12 minutes! He was also one of the funniest blokes you could ever wish to spend some time with. He made me laugh so much once some pee came out! I'm proud to call him my friend and without QMC I would not have had his fine fellowship.

Do I have any regrets? Not really, but I do wish that I had pushed myself a bit harder in the early 1990's because I'm pretty sure I was good enough to join the professional ranks. My advice to young drivers and co-drivers is don't hold yourself back with lack of confidence. Go for it and find a way. Don't let setbacks put you off, learn from them and above all don't give up if you think you have the talent to win.

So to sum up what does QMC mean to me? It's very simple really. "Adventure with friends" and some lifelong cherished memories that will be with me till the day I die. I managed to leave my name on some of the Club's Trophies being Champion Co-driver in both the Multi & Single Venue Championships and Club Champion in 1992 and 1994

NICK JONES

I was fortunate in that I grew up in a pub with a big field next door and was given my first car when I was 11 by one of the regulars, a split screen Morris Minor. Hours of tearing around the field followed and gave me plenty of time to learn car control. My first road car was a Hillman Imp, however, three decent shunts in two weeks taught me that driving on the road was not quite as easy as in the field as there were other cars about...!! I did my first competition in the Imp; a PCT at Redditch run by Birmingham University MC which I won, I still have the award.

I joined Quinton in 1973. The next few years saw me doing events most weekends, including autocrosses (including the famous BBC Autocross), autotests, sprints, road rallies, stage rallies, a televised rallycross at Long Marston (in which I was lapped by a works Escort before I had done a lap!) and even a rally car race at Pembury. I also went to Ireland to do the Cork 20, a weekend I will never forget. So many things happened that weekend, which started with an all day pub crawl on the Friday; forest stages on the Saturday; a huge party on the Saturday night, which despite road closures and live television saw the start delayed by an hour on Sunday...!! We blew an exhaust valve at the end of the first stage on Sunday and spent the rest of the day in a pub with Dennis Cardell.

The petrol crisis stopped rallying for six months and I finally rebuilt the Mini. It looked so smart when I had finished it, that I sold it to my lodger Glyn Williams and bought a flat instead. The loss of the car meant a transfer to navigating and co-driving. Over the next few years I did stage rallies with Ian Butcher, Steve Benton, Stuart Sommerville, Phil Darbyshire and Malcolm Oxborrow. For several years I did a night event almost every weekend with Don Day, finishing off with an outright win on the Radnor Pacemaker. Don retired the next day...!! On one occasion in 1980 Don and I even took local newspaper reporter Bob Mee with us on the Eagle Rally, sat on a cushion in the back of the Escort and we still finished 15th! He didn't throw up...!! We also took Mike Harris in the back on another event, but he did throw up..!

A growing family and work commitments curtailed the amount of events I did and I started doing more organising, initiated by Ray Barlow in helping run the Tool Hire Stages Rally in 1977. I then worked with Ian Butcher and the team to get a forestry allocation for the Quinton Stages Rally, and was joint Clerk of the Course with Ian for the next eleven years. I was also increasingly involved with the RAC Rally, and on 'promotion' to Regional Organiser managed to cause the biggest traffic jam ever known in mid-Wales – all the petrol stations in the Newtown area ran dry and instead of the 200 spectators we expected at the town centre control, we had a police estimate of 15,000.!

I wanted to get back into driving again but decided to try two wheels instead and took up motorbike trials, which ten years later I am still competing in almost every week. I have recently discovered the wonders of historic rallying, which certainly looks tempting.

PAULINE MAYMAN
1928 – 1989

Pauline was the first Vice President of Quinton Motor Club.

The pen portrait below is compiled from notes sent to us by Chris Mayman, which include: an article published in a national newspaper in 1963, her entry in the book "Women in Motor Sport" and an article in Full o'Chat in 1965

"Anyone who met Pauline Mayman for the first time would never guess that she was a successful rally driver both at home and on the continent. Blonde and petite, Pauline worked with her husband Lionel as a director of a firm of motor engineers in the centre of Birmingham. It was with him in 1954 that she first discovered the joys of rallying.

A customer had persuaded them to enter their Austin 16 in a rally organised by the Midland Motoring Enthusiasts Club and, although Pauline had to have a quick lesson in map reading, they succeeded in winning their class. This naturally encouraged them to do some more events. They disposed of the Austin which was replaced by a Morris Minor, in this car they enjoyed a couple of seasons thrashing around Wales. In 1957 their interests widened a little and while Lionel acquired a Cooper-Climax for racing and hill climbs, Pauline bought a Morgan+4 for rallying and teamed up with Valerie Domleo. The two girls had a very successful time together and won the BTRDA Ladies Silver Garter twice in 1958 and 1959. A Lotus Eleven succeeded the Morgan but not before Pauline had set the Ladies Sports Car record at Prescott Hill Climb.

The Mayman's became involved with the Club after Pauline was invited to a club night in 1961 to give a talk about her exploits in Europe. The room at the Punch Bowl was packed; they were both impressed with the Club and asked to join...!! At the next committee meeting such was their standing at the time that they were elected President and Vice president, the first in the Club's short history.

In 1962 Stuart Turner was looking for a partner for Pat Moss on the Acropolis Rally in Greece. Stuart offered the seat to Pauline. Competing in a Healey 3000 they won the Coupe des Dames on the Acropolis, finishing 8th overall. They went on to have a very successful season winning the Coupe des Dames on no less than six occasions on International rallies. They were first in class and third overall on the Coupe des Alps (*one of their metal rally plates from this event was sold in 2008 for £800 – Ed*), Geneva and RAC rallies, second on the Polish Rally and won the Baden - Baden event in Germany.

When Pat Moss went to Ford in 1963 Pauline was reunited with Valerie Domleo and became the number one lady at BMC, campaigning various Mini Cooper's. They went on to win five Coupe des Dames and take several class wins, including another one on the Coupe des Alps.

Tragedy struck in 1964 when on the concentration run of the Monte Carlo Rally in Holland. A local farm lorry pulled out of a side road and hit the Mini broadside. The car burst into flames and it was only the intervention of other competitors that saved Pauline and Val's lives. Pauline suffered severe injuries which included broken bones and facial injuries. She was in hospital in Holland and then the UK for several weeks. Showing remarkable courage she did however return to the sport taking a class win and a hat trick of Coupe des Dames on the Coupe des Alps later in the year, with the hat trick achieved she retired to look after her family in 1965".

MALCOLM OXBORROW

I joined Quinton Motor Club in 1968. I started competing in a Mini and then in 1971 I built a 1293 Cooper "S" to go stage rallying. I did a Welsh road rally to test it and promptly won.! The car won many class awards all over the UK and at the end of the year finished 10th overall on the Cork 20 Rally.

I was also a keen navigator and did some *Motoring News* events with Don Day. We destroyed his Mini Cooper in a multiple roll on the Abergwesyn Pass whilst lying 6th overall on the Plains Rally. In 1975 I teamed up with Phil Darbyshire. I did many events with Phil in different cars over a period of about 10 years; the highlights were three finishes on the Lombard RAC Rally and 2nd overall in the BTRDA Silver Star Championship. The last RAC Rally was in 1984, the 25th anniversary of the Mini. We managed to finish and were cheered all the way by the enthusiastic spectators.

In 1976 I built a Mini 1275GT using a shell scrounged from Longbridge and with their support won the BTRDA 1300 class three years in succession. I also finished 2nd overall in the *RallySport* Magazine championship. In 1980 I sold the car and bought a house which at least only went up in value..!

In 1991 my old co-driver Trevor Shakespeare suggested that we should enter the Metro GTi Cup. There were six rallies and six circuit races in the Cup, the races were new to me and I never managed to win one. I did manage a couple of pole positions at Silverstone and Oulton Park and some fastest laps. At the end of the year we finished 3rd. The next year we were 3rd again when we went into Europe taking in the Tour of Flanders, Ypres and the Condroz in eastern Belgium which we won. The third and final year was almost all rallies with some from the *Motoring News* Tarmac Championship which we also contested finishing 2nd in the Cup and an amazing 5th in the *Motoring News* after a giant killing 6th overall on Otterburn.

The following year we were lucky to have the loan of Tony Ponds car and entered Internationals starting off with the Circuit of Ireland, where it snowed!! We only had intermediate tyres but were 6th overall after the first day..!! All the 4x4 rally cars slowly overhauled us during the next three days but we ended up 14th overall and 1st in class. We also won our class on the Tour of Flanders and Ulster finishing 2nd at Ypres and the Manx. The Tony Pond car was handed back as I had managed to obtain a pre production MGF and then made the world debut of this car in competition. Only being suitable for tarmac I did the *Motoring News* series, ending the year in the top ten and 2nd in class.

I went really historic next when my wife Elaine and I used a Mk1 Austin A40 on HRCR road rallies. We did several challenging events including the three day Circuit of Wales.

2009 will be my 46th year of competition. I owe a lot to lifelong members and friends at Quinton Motor Club.

BRIAN POTTER

In the early 1960's a friend invited me to a QMC club night. The place was packed with people talking in some foreign language about "Targa timing", "wrong slotting" and "hairy moments". Feeling I was missing out on something I joined.

That's how it all started and as most folk know, volunteer for something – anything – and you are on the hook. A year later on the committee, two years later as chairman, magazine editor and general dogsbody then finally after 20 years elevated to the peerage - as President.

Motorsport can, and does, take over the whole house. Wife Deirdre typed Full o'Chat and made copious cups of tea for whoever was around to help duplicate and collate. Typing was done on wax skins and duplicated by hand. Those were the days before home computers, and probably before tea came in bags and coffee was instant!! During one of these working parties, Deirdre heavily pregnant, was asked how she felt, daughter No 1, aged 7, explained that mommy was a bit uncomfortable because baby was pressing on her sump guard. Did I mention that motor sport can take over the whole house.!

Among many personal high spots two stand out – the infamous Christmas Revues and the BBC Golden Autocross. The Christmas revue was, for those who had the inclination, an opportunity to dress up in women's clothes and for others to overdress and overact in male attire. One of the acts, club member Alan Law, did his Shirley Bassey impersonation. He looked stunning in his long dress and make up and made many new friends that night that included two proposals of marriage. Ian Sutherland (see below..!!) thought it was the best send up of Shirley he had seen, after telling us he was her musical director for 3 years. These offerings were devised and written by Mike Harris and yours truly with the able assistance of one Johnnie Walker (the ten year old variety). After three years of excess we gave up the writing because of liver damage.

While in the process of rehearsal we were involved in the Golden Autocross. The BBC asked the Club to organise an event to celebrate fifty years of broadcasting in the Midlands. As Chairman I was elected to liaise with the BBC (well somebody had to do it). Our contact at the BBC, Jock Gallagher, was head of broadcasting at Pebble Mill. Unfortunately he got to know about the revue and asked if he, his wife and their house guests could come to the performance. On the basis he was the man who authorised the cheques we reluctantly, very reluctantly agreed. The house guest, Ian Sutherland, was conductor of the BBC Symphony Orchestra.!!

Over the last fifty years. Quinton Motor Club has developed a well earned reputation for reliability and good organisation. The grapevine has confirmed that current members and committee are maintaining that tradition, hopefully they and others will look after the shop for the next fifty years.

Together with others who were active in my era we had a ball. So why may you ask did I stop? More a question of geography than history, my job took me to Middlesex 114 miles to get to the office and 114 miles back. Apart from time constraints who wants to drive a b----y car for pleasure after that.! On the subject of driving, the most confusing instruction I ever had from a navigator, was "... straight on at 'T'" – but that's another story.

BILL SKERMER

I joined QMC in 1969 along with two friends, Chris Richardson and John Williams, one of the first club members that we met was Andy Sargent and we are still very close friends today.

We started marshalling and doing club autotests & sprints. By 1972 we decided that we could do better than the people that we were watching while marshalling, so we started competing in road cars such as Imps, Minis and at one point owned a Moscovich. I decided to build a Mini Cooper S and with John Williams and others on the maps we took some class awards in road rallies.

In 1974 I entered the Pioneer Rally with a new navigator Peter Gray, he and I were thrilled when we won the event outright by five whole minutes, that was the first outright win for us both. Peter was definitely the best navigator that I had ever had, shame that we met just before I gave up rallying to get married. However I do wish that I could remember my previous navigator's name, he always came with a curry in a thermos flask to eat at the half way halt..!!

My night rallying career finished when we ended up in a wall near Harlech on the Tarmac Trek, the view was fantastic; it was a sheer drop on the other side of the wall. It was the first event that I had ever trailered the car to, and I am still not sure to this day if it was the right thing to do as to my shame the car fell off the trailer on the way home.

In 1977/78 Chris and I built an 870cc Mini for autocrossing where I took class wins and FTDs. I enjoyed competing against Brian Betteridge and Ron Hudson. In 1983 it all came together and I won the BTRDA Autocross Championship. That gave me an appetite for off road racing so in 1984 autocross gave way to rallycross in such cars as a faithful 1000cc short stroke Mini that quickly became 1400cc. The Mini became a 1400cc lightweight Metro and I was always an MSA class front-runner as well as taking the 1985 & 1986 BTRDA Overall Clubman's Rallycross Championship and the 1984 British Rallycross Drivers Association Class E Champion.

Late 1980's I bought one of Jonny Milner's Peugeot 205's, to move up to the very popular 1600cc class. I was really chuffed to take 5th in the FIA Division 1 Final at the 1991 British Rallycross Grand Prix at Brands Hatch. At the 1993 British Rallycross Grand Prix I finished that same final in an improved 3rd position. For the new season I had acquired an ex-Prodrive Group N Subaru Legacy to run in the new Group N Class. Frustratingly in 1993 and 1994 I was beaten to the Class win by the same driver; in 1994 there was one point separating us. In November 1995 I advertised the Legacy for sale at the same time that Colin won the RAC Rally, so it wasn't hard to sell.! I then took over the running of the BTRDA Clubmans Rallycross Championship from Andy. Believe it or not I have only just past that job on to someone who is a bit younger and has more hair now than I do.....

HILARY STRATTON

In 1962 I was a member of the Guild of Lady drivers and made a visit to QMC with my Auntie Dorothy; I then took up golf, a good way to meet young men.!

In 1965 after being persuaded by Jill Smout I went marshalling on my first event, a control next to a dung heap in a farm gateway. At the time I was a hairdresser and a lot of my clients were QMC members Pauline Wynn, Jenny Gray, Hilary Parry etc. girl power of the time. One notable occasion was an evening hair demonstration which I gave for the ladies of the club with the men being banished to the bar that night. What did the club mean to me? It was a place to meet young men who had fast cars and there were lots parties to go to. Dave Browning even had a 45 rpm record player in his Ford Zephyr..! How good was that?

I met my husband on Valentines Day at a party in 1965; I had been taken by Dave and went home with Mike. We got married in 1969; I have now completed 40 years of marriage to Mike and QMC. I have enjoyed my marriage to QMC and have many happy memories of all the events we have been connected with. My usual roll was documentation at an event that Mike was organising, or marshalling either a start or finish on a rally. If the event was during work time I would stay at home and look after our taxi business while Mike went out to play.

When Mike went off for five days to service on the RAC in 1967 I made up sandwiches and cake for him and Graham to last for the whole time they were away; I was left at home..! When Mike and Graham used to go off on a Saturday night; I would always put food up for them to see them through the night. I would get messages back from Graham, "please don't put cucumber in my sandwiches". I only started to worry if they were not home by lunch time as we didn't have mobile telephones in those days and call boxes were few and far between in Wales.

Memories - one evening we girls were chatting while the men folk were organising the Acropolis Rally, we soon realised all had gone very quiet and discovered all the men had crept out through the window and gone to the pub.! Great fun was had on their return as we had locked them out, to gain entry Graham being the smallest was pushed through the pantry window.

Memories - going to the 1978 RAC Rally prize presentation when QMC had run the help desk. I got stuck on the train station at Hatton Junction in my posh frock, there had been a derailment. I missed the presentation and all the fun, I couldn't even get a drink at the Holliday inn when I finally arrived, because we weren't resident.!!

I find it very hard to believe I have been a member of QMC for over 40 years. At the moment we seem more active with the club than ever, going out on events in an organising or marshalling capacity. As long as we are fit enough I think we will continue. Hopefully being active will give us a young outlook on life in the coming years.

PS - Who went to his wedding in the rally mini and QMC anorak? His best man (and navigator - guess who) was late and then got lost going to reception.

MIKE STRATTON

1959-1969 In 1959 I met Jeff Wakelam who introduced me to this new motor club in Quinton. After a few meetings I realised that if I was going to further my interests in motor sport I needed a navigator. To this end I talked Graham Townshend into joining however, due to his age and no driving licence, he could not be a full club member but he had studied geography so he should be good with maps...!! Our first event went well and we came home with the Newcomers Award, not bad in an Austin A30. By 1961 I was Competition Secretary and the A30 had been replaced by a Mini. The partnership with Graham went very well, the rally car had progressed to a 998 Mini Cooper which gave us a lot of success. We competed on many road rallies which were usually followed by an auto-cross, driving test or P.C.T. the next day. In 1968 I was the Club Champion.

1969-1979. I married Hilary in 1969 and a moved to Devon, a new life in motor sport was needed. This came first with Haldon M.C. and then Torbay M.C. We were both soon on the committee of Torbay and involved with organising the *Motoring News* Torbay Rally. I competed on many road rallies in Devon with different navigators. The partnership with Graham continued with events in the Midlands and Wales on road and stage events. 1977 saw a return to live in the Cotswolds and by 1978 I was back in harness on the committee of Q.M.C.

1979-1989. The move back to the Cotswolds needed funding so the rally car had to be sold. This left much more time for organising events, marshalling and committee work. During this decade I was Membership Secretary for eight years and Vice Chairman for two. The purchase of a VW Golf GTi and a new partnership with Ian Butcher brought a lot of success. We finished every event entered and came home with awards from them all. Our last event was in 1986. My attention was now turned back to organising events and becoming M.S.A. Timekeeper and Noise Observer.

1989-1999. This decade saw me join Steve King's team to organise the Wheaton Aston Single Venue events and subsequently the first MIRA rally. Other involvements were the Welsh Rally Results Team and various duties on the Network 'Q' RAC Rally.

1999-2009. In 2003 retirement arrived and this gave us both the opportunity to get more involved with events running on Saturday's, the first being the results team on the Q.S.R. In 2004 we returned to live in Devon and are active committee members of Exeter M.C. However, many trips are made to the Midlands supporting Q.M.C. events

and marshalling. In 2008 I returned back to competition, this time on a classic event in France with Hilary reading the route. Hilary's first ever event and no divorce proceedings...!! So two more rallies are planned for this year. I have enjoyed my motor sport and without it would not have made the wonderful circle of friends that I now have. My only regret was that I did not compete on the RAC or Welsh Rallies; time and finance did not allow this to happen. I am very lucky that for over 40 years I have had the full support of Hilary in all of my motor sport interests, at one time even selling her golf clubs to fund a new set of SP 44's for the Cooper...!!

GRAHAM TOWNSHEND

The year was 1959. I was a mere 17 years old and assuming that it wouldn't be too far in the future before I was 'called-up' to do National Service. Things were happening in the world; Buddy Holly, Richie Valens and the Big Bopper were killed in a plane-crash, Icelandic gunboats were firing shells over British trawlers in what was called the "Cod-War", Liberace was awarded £8000 damages after a Daily Mirror columnist implied that he was homosexual, Fidel Castro became president of Cuba, postcodes were introduced, first pictures of the 'Mini' (car not skirt) were released and the M1 motorway was opened. I was aware of some of these; others had escaped my attention. None of these events was having a direct influence on my life. However, a casual conversation with Mike Stratton, in a butcher's shop in Quinton was about to have a significant impact on my future.

Mike had been informed, that there was a group of enthusiasts, who had formed a car-club in the area, which they had named 'Quinton Motor Club'. This club had been invited to a 'Rally' and Mike asked if I was interested in being his navigator. Well, by this time I had a G.C.E. in Geography and there had been fleeting references to O.S. maps, so I convinced Mike and also myself that I was well-qualified. Actually, I had little idea of what was needed, but I had seen films where navigators' equipment included magnetic compasses, dividers and map-pins and these were duly obtained. On our first foray into motorsport, I quickly realised that sharp-pointed items and fast-moving cars are not compatible and was introduced to more useful items, such as a Romer, soft pencils and a rubber. I did, on a few occasions, navigate for other drivers, but the majority of my competitive experiences were with Mike. During the next several years, Mike and I competed on a reasonably regular basis, gaining experience and imagining that we were capable of great things. I think that Mike took this a step too far, when he attempted to walk on water one moonlit-night on Epynt. But that's a story for telling when there's more time.

Having spent my career as a pharmacist, I am well aware of the addictive properties of some substances, but was totally unaware of the compulsive effect that belonging to Quinton Motor Club would have on me. I don't appear to be able to give it up and need my regular fixes. What I have to admit though, is that being involved with the club, has given me the opportunity to make friends, meet interesting people, try my hand at the performing arts, travel to the most unlikely places and enjoy the company of like-minded people. I like to think that I have been able to have some influence on the way that Quinton Motor Club has developed, into what it is today. What is not in doubt though, is that despite all the time spent in committee meetings etc., I'd do it all again.

BOB WARD

Rallying, Rallying, Rallying, - where and when did it all start, when will it all end?

It began in 1972 with a colleague from work who was a member of Wolverhampton & SSCC and involved in stage rallying, John Pearce. I helped prepare and service his car which led to meeting such people as Stuart Derry, the York brothers (Pete and Rick) etc. Although still following motor sport a few lean years ensued due to family commitments and a change of career. In 1981 with a Mini prepared for road rallying, and a national "B" competition licence, a new club had to be found. This time it was 60 & Worcs MC. The partnership with the Mini never worked out, and by mid 1982 the Mini was sold and a Mk 1 Escort was purchased, but this time I was solo i.e. NO partnership.

In 1982 I started stage rallying with Hugh Hine from Worcester in a Sunbeam 1600 Ti. Another 2 years in the Sunbeam saw me move on to a 1300 Avenger with Derek Morgan from Ledbury, and then onto John Reed from Forest of Dean in a 2300 Magnum. Around 1985 whilst dabbling with a few road rallies in my Escort I joined another club – QUINTON. Here I met with many other competitors such as Steve Thompson, Phil Pearce, Mike Hawthorn, Ade Hardy and many more. 1986 I was competing on road rallies with Steve Thompson, and 1988 on stage rallies with Phil Pearce. At this point the Escort came to a sad demise. Back to the stages - still a member of Quinton, but com-

peting with other people. 1990 I competed in the Lada Challenge in a Samara with Neil Phillips. 1991 in a 1600 rear wheel MK 3 BDA Escort with Paul Thomas, and in 1992 in a Yugo with Colin Knott. At this point the situation changed and I experienced a one – off ride in a Yugo with Clive King. This was Long Marston and a fantastic day was had, 16th overall and 2nd in class.

1993 we competed in Clive's 1275 Clubman GT in the West Midlands Single Venue Championship. 1994 we competed in a 1275 Mini Cooper S. This successful partnership is still going on today. We have competed on hundreds of events, too many to list. Countless successes, a few failures, a few rolls, a few accidents, culminating in two HRCR championship wins (1995 & 2008) and many class awards. However, in 2000 another Escort was purchased, this time a MK 2. Various navigators have sat in the passenger seat, such as Andy Thompson (Steve's son), and Jonty Bloxham (John Bloxham's son). In recent years I have had Karl Ellis sitting alongside, resulting in a certain amount of success in the West Midlands Road Rally Championship.

2009 is yet another busy year competing in the HRCR and Mini 50 championship with Clive in the Mini, and with Karl in the Escort on the West Midlands and East Midlands Road Rally Championships.

Throughout all of this time there has been one person who has stood by me and supported me totally, my long suffering wife of 40 years JULIE. However, she does enjoy the weekends I'm away rallying.

PAUL WHITE

In 1966 I began navigating on local road rallies in Somerset and Devon but it wasn't until I teamed-up with the one-legged but very rapid Bob Chapman and his Mk1 Lotus Cortina, that I really began to improve as a navigator. Through Bob I met, and started navigating with, Nigel Rockey, and by winning both the *Motoring News* and the Ford Mexico Championships with him in 1973, I was invited to do some rallies with the Ford team. Perhaps one of the biggest thrills of my 'career' happened at that time, it was on the day that I went to Boreham, a week or so before the 1974 RAC Rally and, on entering the workshops, I saw my name on the front-wing of the works, 'Colibri' sponsored Escort, newly built for Markku Alen and ME!! – it was the stuff that dreams are made of.!

By now I was a 'Co-driver' but the map-reading skills that I had gained during my 'apprenticeship' helped to secure a few more really competitive rides over the following years, which included all level of events from club to World Championship. The most significant being with Russell Brookes for the 1979 Open Championship. I also spent some time in the company of Colin Malkin 'et al' who drove for the Chrysler UK Team with its Avenger variants. I enjoyed a few other forays around that time when, with David Richards, we organised the Middle East Rally Championship events and ran the FIAT UK 131 Abarth for Alen, Rohrl and Verini on Open Championship rallies but, with Chrysler UK now called Talbot Motor Company, 1980 saw me return to the Des O'Dell run team and their new car, the Sunbeam Lotus.

This association lasted several years and netted a few good results for both myself and the team, the most memorable being our 1st, 3rd and 4th on the Lombard RAC of 1980, but the most satisfying for me was winning the World title for Manufacturers the following year when my responsibilities included all the logistical and organisational aspects of moving the team around as well as on-event service planning.

Two very enjoyable years were also spent living in Paris and working at Peugeot Talbot Sport helping Jean Todt with the set-up of the new team to run the Peugeot 205T16 on the World Championship. On my return to 'Blighty' I got back into the co-driver's seat for a final year of competing, this time in 205 GTi and T16 with Mikael Sundstrom. I left PTS to join the MSA in 1986 as Route Co-ordinator and Deputy Clerk of the Course for three Lombard RAC Rallies. There then followed four amazing years in the early '90s working with Terry Harryman on the organisation of the Camel Trophy in South America, Africa, Siberia, India and Sulawesi.

As the 20th century drew to a close and I was fast becoming geriatric, I gradually reduced my involvement with rallying to the extent that I now just stay in the comfort of my home and watch WRC thanks to 'Dave' and I keep in-touch with old friends and colleagues by email.

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organisers were pleased that the only incident where medical