



Number 24
Oct 2006

HEROics

Don't forget!

Events coming soon...

21/10 LE JOG Training Day, 9.30am

HERO AGM, Gaydon, 4pm

7/11 - 7/12 La Aventura Panamericana
- 4x4/Classics

2 - 5 Dec LE JOG Trial & Tour - Classics

2007 will include...

29/4 - 5/5 Scottish Malts Trial & Tour

22/9 - 1/10 London-Lisbon - Classics

7/10 - 5/11 Grand Tour of India - 4x4s

1 - 4 Dec LE JOG Trial & Tour - Classics

While 2008 will include...

Spring Celtic Malts Trial & Tour

Summer Iceland - Classics



From the Editor:

Malcolm McKay

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Summer's over, so it must be time to get rallying again! LE JOG will soon be upon us – if you haven't got your entry in yet, it's time you did.

This issue sees a big change for HEROics – as you've no doubt noticed, we've gone to A5. It's a change almost forced upon us by the Post Office, as to stay A4 would have resulted in either a hike in subscriptions or reverting to no colour in the mag. Neither was desirable, so let us know what you think of the mag in A5, please...

The highlight of my summer was finally getting my Berkeley T60 (yes, Excelsior Talisman Twin 328cc two-stroke, front-wheel drive sports three-wheeler) rebuilt. I'd been asked to assemble 30 microcars at the Goodwood Revival Meeting, for parades and display – and I wasn't going to

miss the chance to take part in my own car. The most intensive three weeks of car preparation for years saw the Berkeley finished without a minute to spare and we had a great time at Goodwood.

Which left me idly wondering how the Berkeley would do on a HERO event... It would be enormous fun on tests with its tiny dimensions, great handling and spectacular handbrake-turning ability – and regularities should be OK too – it would be the faster road sections that would prove difficult. Maybe I'll give it a try one day.

In closing, a quick plea for some feedback: responses to the caption contest last time were very sparse, but I'm running it again – please have a go! If the reason you didn't enter is that it's not the sort of thing you want to see in the magazine, then don't be shy, write and tell me what you would like to see – I'll do my best to include it.

Malcolm



Cover image:
Do Meeus'
Jaguar XK140
on the Grand
Tour of China

There's still time to join the LE JOG Training Day on Saturday, 21 October: give Peter and Lynn a ring on 01639 820864. Starting at 09.30, the day costs £33 per person including lunch, tea and coffee; you'll get the benefit of expert advice on how both crew and car can survive and enjoy this amazing endurance event. It's followed at 16.00 by the HERO AGM: come along and have your say on how the club is run, what we should and shouldn't be doing for members and who should be in charge!

From the Chair:

Don Griffiths

DonPatGriffiths@aol.com



We have two events to look forward to, LE JOG now in its 11th year and with its reputation, in my opinion, as the toughest, most arduous classic rally still unchallenged and the Central American adventure breaking new ground and certain to be a most memorable event for the lucky participants.

But with no recent events to look back on during this last quarter, my mind wanders back to a time when our sport was very different from today. Looking back through some old paperwork – I must start learning to throw things away – I was shocked to see that my first International rally was more than 40 years ago!

In 1965 Bob Bean and I entered the Welsh, a first International for both of us. We took a four-door Cortina GT, standard apart from sump guard and uprated struts. Bob was, and still is, a very spirited driver and running at 91 we had no problem in catching and overtaking many slower cars through the forests. All went well during the first night until a loud bang, a sudden rush of cold air and glass fragments signalled the end of our windscreen, shattered by a rock from a slower car in front. What to do? Without a service car, spare parts or sufficient fame to ask Ford for help, nothing for it but to soldier on. The '65 Welsh was very wet and soon we were cold, wet and covered in mud, as Bob's speed didn't lessen and we continued to be at the mercy of anything thrown up by the wheels of our fellow competitors.

Marshals were surprised to be handed an increasingly soggy time-card through the windscreen aperture and for a time I took shelter under a cardboard box with eye-holes punched through. Eventually the breakfast halt appeared and, as the others rested and enjoyed bacon

and eggs in the warmth, we struggled to make and secure a temporary screen from plastic sheeting.

Time to book out and, unfed but warm and cosy (if still somewhat damp) we set off, congratulating ourselves on our skill and resource. Two miles later with a loud whoosh we were suddenly wrapped in plastic and when

this was hastily ripped away, the familiar cold, noisy, wet feeling returned.

The outcome? Not only did we finish but in a fine 13th position, winning the award for best performance by a crew on their first International. Bob Bean went on to greater things and is still rallying today in a Lotus Cortina on classic stage events. The winner of the '65 Welsh International also went on to greater things. His name? Roger Clark.

As a postscript, eight years ago Bob rang me: "How about us two doing the RAC," (or whatever it's called these days) "we will be the oldest crew!" No fairy tale ending I'm afraid, our Astra GTE was out before the end of the first day with terminal drive-shaft problems.

Good luck to the intrepid LE JOGgers and best wishes to the lucky Panamericana adventurers. I know that rallying is still good fun these days, but I'm certainly pleased to have been a small part of the scene all those years ago.

Don



Nedin's News

Being updates on HERO classic events...

LE JOG, December 2-5

LE JOG preparations are going well and I'm just back from a recce of the northern English roads, but as you know we don't release route details in advance – this is very much the ethos of the event.

There are new test venues and the return of some used in the past, such as Caerwent which this year is unlikely to be lost to an army exercise. The overnight halt at Carlisle means that we will be using more of the eastern side of the country.

and did the reports on the WRC championship when Top Gear had the coverage. He has worked (and still does) for many of the top names in motorsport. He will direct the filming and carry out the interviews. His work is good as he tells the story, rather than just film cars going around a bend; he also makes non-motoring programmes.



The entry list is of a high calibre but we are always looking for more entries.

Film crew for future rallies

LE JOG, Malts and London-Lisbon will be filmed by a professional company. They will be producing a DVD which will be available for sale and an abridged version of LE JOG will be shown on one of the Motoring stations on Satellite TV.

The Producer/Director may be familiar to some. Mark James, now freelance but formerly with the BBC, was a familiar voice on BBC Wales

IHMS, March 23-25

The International Historic Motorsport Show at Stoneleigh, Warwickshire is at the end of March this year. We've already booked our stand and look forward to meeting quite a few of you there.

Scottish Malts, April 29 – May 5

Malts 2007 is attracting a good response with almost 40 entries received to date. The next discount cut-off for entry on next year's Malts expires on October 31. Entries





Crews will catch the late afternoon ferry for the 20 hour (rather than day and a half from Portsmouth) crossing to Santander where the British crews and Spanish starters will meet up for the first Spanish leg on the Monday afternoon.

The crossing will be with Brittany Ferries. Ferry bookings can be done direct or via HERO; any crew booking through HERO will get 10% off the published prices, as we are acting as a group booking agent. Also, crews will only have to pay a 25% deposit on the ferry booking at the time they submit their entry.

received by this date will be entitled to a good discount (£300), so be quick! Entry forms can be downloaded from the website, www.hero.org.uk.

The rally will start and finish at Stirling Castle but will be centred on Aviemore for three nights, so that you don't have to pack and re-pack your bags every night. The event will run on the week preceding the May Bank Holiday, so that you can extend the week if you want to go back and see some of Scotland at greater leisure, or take in a bit more on the trip back home. Scrutineering will be on April 29. Day one will be Monday April 30 and day five Friday May 4 (May Day Bank Holiday is Monday 7 in 2007).

The event will finish at Lisbon on Monday 1st October. Documentation will be held on Saturday September 22 and follow the format of other HERO events, with the day being put aside for documentation and scrutineering.

Estoril has once again given permission for a visit which (subject to the race calendar) will enable us to run a lap consistency test around the circuit. Mark Appleton, who was responsible for the excellent route for 2005 will once again be the route co-ordinator. Regs are being prepared at the moment and will be available very soon.

Peter

London-Lisbon, September 22 – October 1

London-Lisbon 2007 will start from the outskirts of London (venue to be confirmed any day now) on Sunday, September 23, with the first leg being a run to Plymouth. The title for that has yet to be decided, but I am sure it will have some connection with Drake or the Armada.



Grand Tour of India, October 7 - November 5, 2007

Latest HERO 4x4xplore event launched

The Grand Tour of India was formally launched on September 26, in the fittingly grand surroundings of the High Commission of India in London. In the presence of senior officials from the High Commission and the India Tourism Office, and leading representatives of the Indian travel industry, John Brown outlined the exciting route of this 5000-mile month-long event.

The brochure and regulations have been published, and an advertising campaign has begun. Regs and entry form can also be downloaded from the HERO 4x4xplore website, www.4x4xplore.com.

About the event

HERO 4x4xplore's Grand Tour of India is an Adventure Drive for up to 35 vehicles. It is not a competitive rally, but it is designed for people who love to drive; people who prefer to travel independently while having most of the hassle done for them, following a thoughtfully planned and clearly set out route away from the beaten track.

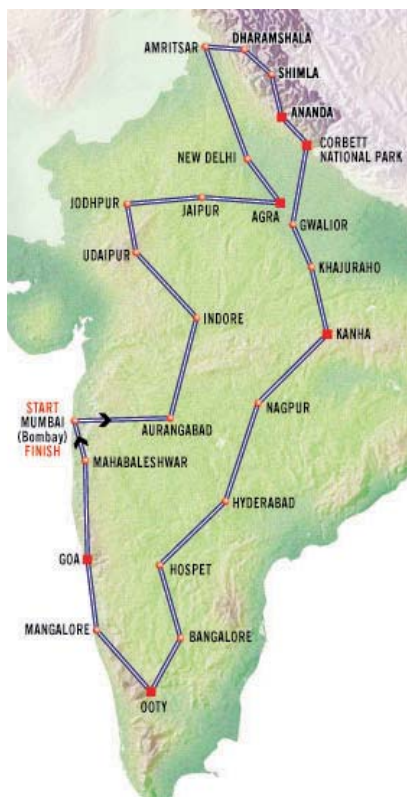
In just 30 days you will take an 8500km/5300 mile journey, starting and finishing at the famous Gateway to India arch on the waterfront at Mumbai (Bombay). Along the way you will visit great cities, unforgettable holy and historic

places, breathtaking landscapes and game-rich wildlife parks. Scenic country roads and mountain 4x4 trails will take you deep into unknown rural India; but on most nights you will be cosseted in the five-star luxury of the country's finest hotels, including a number of maharajas' palaces.

The journey begins by climbing eastwards up the Ghats to visit the fabulous Ellora and Ajanta Caves, before heading north into the desert kingdom of Rajasthan, where we visit the historic cities of Udaipur, Jodhpur and Jaipur, and rich sites like Mandu, Kumbalgarh, Ranakpur and Pushkar. One evening, we

dine in the open desert air amid the ruins of Osian. We spend two nights in the truly sybaratic splendour of the Oberoi Amarvilas hotel at Agra, close to the great Taj Mahal; then we drive north again to Delhi, pausing to see that city's greatest sights, and on to Amritsar, to marvel at the spectacular Golden Temple.

We head north-east into the lower Himalayas, spending a week exploring some spectacular mountain roads. We visit the old British Raj hill stations of Dalhousie, Shimla and Mussoorie, spend a night in 'little Tibet', Dharamshala, the Dalai Lama's capital in exile, and enjoy a rest day at the luxury spa resort of





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Elephants, Corbett National Park

visit two more national parks, looking for the elusive tiger. Near Nagpur, we pause at Mahatma Gandhi's ashram; we stay in the major cities of Hyderabad and Bangalore.

We continue southwards through pleasant hilly landscapes to the hill station of Ooty, where we enjoy the hospitality of a traditional gentlemen's club, and perhaps a ride on a splendid narrow gauge mountain railway.

Finally, we head north on homeward stretch past the palm-fringed beaches of the Arabian Sea coast, stopping for a day in Goa for a chance to chill out at the idyllic Fort Aguada Beach Resort, before the final drive to the hill station of Mahabaleshwar and back into Mumbai.

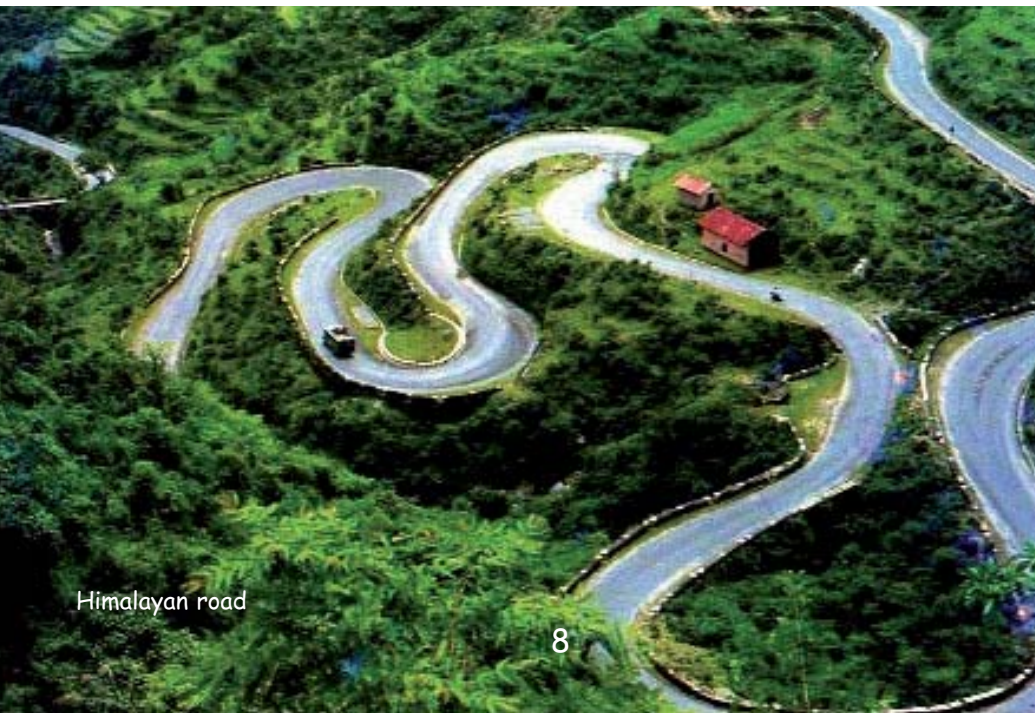
Ananda. We then drive to the Corbett National Park for another rest day where you can see a rich variety of wildlife, including perhaps a tiger, with the option of an elephant-back jungle safari.

Our next leg takes us southwards down the hilly spine of the subcontinent, visiting major heritage sites at Gwalior, Orchha and Hampi-Vijayanagara. We see the famous erotic temple sculptures at Khajuraho and

Arabic Sea coast, stopping for a day in Goa for a chance to chill out at the idyllic Fort Aguada Beach Resort, before the final drive to the hill station of Mahabaleshwar and back into Mumbai.

Unsurpassable luxury

HERO 4x4xplore events are well known for the high standard of accommodation they use, taking participants to the finest hotels

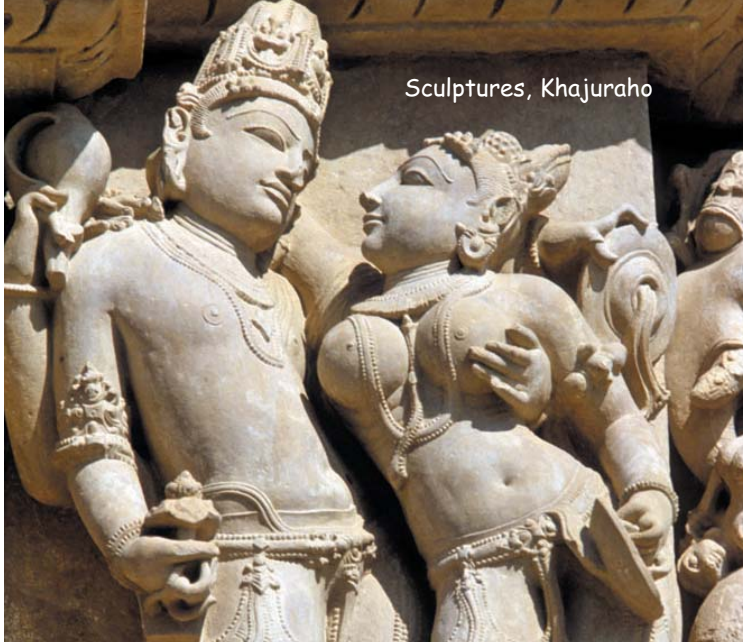


Himalayan road

of five continents (to date).

The Grand Tour of India takes this aspect to new heights, using hotels of truly sybaritic luxury, many of them traditional colonial watering holes like Mumbai's Taj Mahal Hotel, or true palaces like the amazing Lake Palace Hotel at Udaipur, or the fabulous spa resort of Ananda-in-the-Himalayas, or the quite exceptional Oberoi Amarvilas at Agra, overlooking the real Taj Mahal.

These high standards are reflected in the entry fee of £30,500 for a crew of two people. This includes half



Sculptures, Khajuraho



Taj Mahal

board for 32 nights and shipment of their vehicle to Mumbai. And of course there's a 10% discount if you pay in full before October 31, 2006 (5% before December 31).

Entries coming in well

As we close for Press on 1 October, entries are coming in fast. We have already received 10 with payment. Most of them are HERO 4x4xplore regulars, from five different countries. Another 14 crews have contacted us to say they're coming. □

Other HERO 4x4 News

Good luck, Ursula

We are very sorry to have to bid farewell to Ursula Harris, who has left us for new pastures. Good luck and every success in your new job, Ursula!

Russian Event Cancelled

Sadly, for reasons beyond our control, we have had to cancel our planned Vladivostok – St Petersburg 2007 event. Our apologies to all who were planning to take part.

Competitors' Queries

Being letters from readers – more welcome!

Sir,
In the April edition of *HEROics*, what a fascinating tale Tony Newman told of his tribulations when competing on the 2005 LE JOG – but why did he not mention the most interesting part of the story?

Soon after the finish, we were relaxing in the bar of our hotel in Wick when a member of the Results Team came in, saw the Clerk of the Course there,

and went over to ask him why Tony Newman had dropped out so close to the Finish.

“What do you mean?” said Peter Nedin, “I flagged him over the finish line at John O’Groats hours ago!”

“Well,” said the Results guru, “He didn't book in at the Finish Control or hand in his timecard.”

Stunned silence, a glance at his watch, followed by a speedy 'phone call...

Fortunately for Tony and Frank, the final control at John O’Groats always stays open until midday to permit the few ‘lost sheep’ to qualify as Finishers. They got back there with just a few minutes to spare, but the 1800 marks penalty for reporting OTL increased their total score by a massive 30%. There was not a word of this in Tony’s three page-long very detailed article. How strange!

ANONYMOUS



Malcolm,

Firstly, I would like to extract from the July issue some of the detail information about future events for Chester Motor Club's magazine: if this is possible, can you let me know [*No problem: Ed*]. My intention is to advise members of what is going on to encourage them to turn out for marshalling jobs, if not competitively.

Secondly, ‘From the Chair’, I would emphasise that his conclusions are a constant worry, with the proviso that if we rely on the powers that be to enforce new regulations to govern our sport, the restrictions will be far more draconian than any introduced by enthusiasts. So we need to be aware of what is going on and put our own house in order.

And finally, a caption for the Photo Caption Contest [*see p19: ed*].

MARTIN PRATT, by email

Malcolm

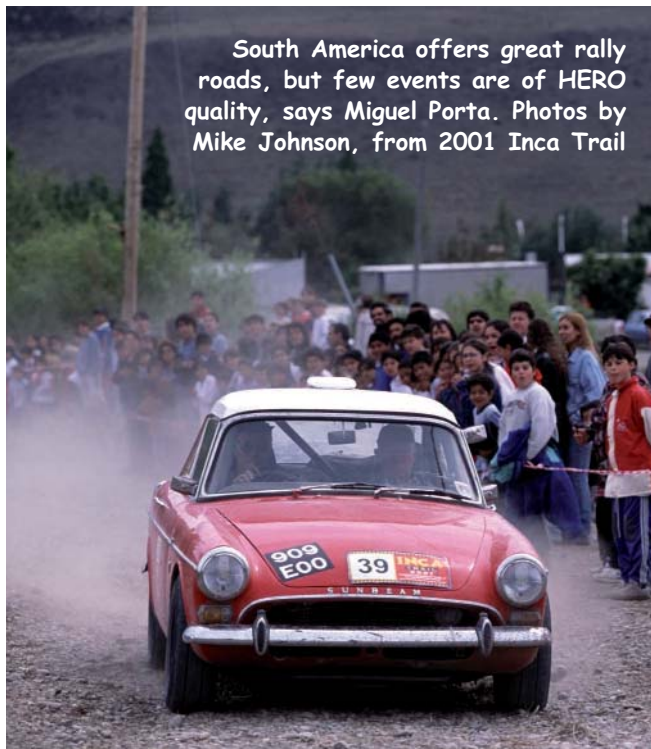
I would like to make some comments as you requested in your 'from the Editor' column in the last issue. I frequently participate in events here in South America, generally about six events a year, not only in Uruguay but in Argentina, Brazil and Paraguay, and twice I had the opportunity to compete in the Classic Malts.

The rallies here vary from small club events to the Mil Millas Argentinas, a large international event very much like the Italian Mille Miglia, and with the same type of '100 metre regularities' you refer to, with a rubber hose crossing the road, which you have to drive over in order to register your exact time. Other clubs or organisers prefer the more traditional approach to regularity, mostly using the method of 'autocontrol', in which each competitor informs the exact time he passes by the control point (thus avoiding the need for so many marshals over long distances), mixed with secret controls in which you are timed from an unseen place without stopping. Regularity averages can be either imposed

or chosen by the competitor, which makes it easier when mixing older with contemporary cars.

In my opinion, none of these methods gives the competitor the perfect combination of competitiveness, character, adrenaline-surfing, and at the same time amateur touring and general enjoyment that the HERO method provides. In particular, the '100 metre regularity' system is far removed from real regularity, and also induces competitors to indulge in excess speeds in some stretches of road, so as to make a stop before the rubber hose, in order to have a drink and a chat with your mates.

A complete bore: my advice, stay away from it.
MIGUEL PORTA, Uruguay



South America offers great rally roads, but few events are of HERO quality, says Miguel Porta. Photos by Mike Johnson, from 2001 Inca Trail

Doing the Malts for Charity...

It's always great to hear of rallying helping a charity, this time for severely handicapped children in Belgium



Last year I initiated the Classic Rallying for Children ('CR4C') charity action with, as epilogue, our participation in the Scottish Malts 2006. The main goal was to 'attract' financial partners, not to act as sponsors for our crew during the last Malts, but to act as 'investors' (via CR4C) to buy specific material to help disabled



children to progress in their difficult life.

The total amount of money collected is finally 3150 Euros. This money has recently been transferred to the bank account of the Ecole du



computer will be bought, as well as specific software and extra hardware, to help children to build and speak out short but correct sentences (these children cannot pronounce a single word clearly).

On one of the pics, I'm standing next to Mrs Nathalie Bernard, Directrice of the school, a few children and a member of the staff of the educators. On the second pic, you can see some buildings of the little school.

BENOIT DEHON, Belgium



Chateau Vert from Ben-Ahin (25km SW of Liège). I recently met some members of the staff of the school and they were of course very happy as that kind of little school has a very short budget, unfortunately. With this money, a special laptop



Meet the Committee: Gerry Ryan



Gerry started his rally career in 1956 when he navigated for a friend in his MGTD. He got the 'bug' and competed in a series of events with Bolton Le Moors Car Club. He soon became involved in the organisation of the Bolton Midnight Rally and the National Bolton Rally. Together with David Thistlethwaite, he was joint Clerk of the Course for the Bolton Rally in the early 1960s and won the ECF Rally of the Year award in 1965.

He competed in four RAC Rallies, with Frank Seddon

(in an NSU Prinz!), Richard Hill, John Sprinzel and the late Jimmy Bullough, although he only finished one. He won the National Morecambe Rally, co-driving for Jack Tordoff in 1966.

In 1967 he joined up with John Sprinzel and did a number of Motoring News Championship events, finishing fifth in the Navigators Championship that year. This was followed by a couple of Montes, in a Works BMC 1800 and an MGCGT entered by High Road magazine. Around this time John became involved with the London-Mexico World Cup Rally and Gerry was one of 14 Travelling Controllers appointed for the event in South America.

The early 1970s saw Gerry competing with a number of drivers, including John Sprinzel, Toney Cox, Jimmy Bullough and Jack Tordoff, before finally putting the maps away in 1974.

His Historic eventing started with the RAC Golden 50 Rally in 1982, in which he competed in John Hopwood's 1932 Morris Eight

with Mike Broad and Norman Salt.

Gerry navigated for Don Griffiths in the Healey Silverstone on the 1993 Targa Rusticana and then competed on the first Le Jog, with Don, in which they won a silver medal. It was during this event, a very cold final night in Sutherland, that Gerry began to question his own sanity at competing, particularly in an open-top car; he has since confined his rally activities to marshalling on that event, latterly with Donald Hawes. He also marshals on the Malts with his wife Judith.

However, he was persuaded to have another go, when a friend, Mike Eatough, bought a 1964 Mercedes 230S. Following a non-competitive Alpine Tour in April 2005, used as a testing ground for the car, Gerry navigated for Mike on the London-Lisbon. Mike was a raw novice but soon got the bit between his teeth and went from strength to strength, as the rally progressed.

Unfortunately for Gerry, rust had set in – well, more like severe corrosion – and his time-keeping skills had disappeared. Even a private consultation with Hywel Thomas only improved the situation slightly. Nevertheless they finished 13th overall. Not a bad result you might say for a first time, but there were only 13 cars on the event! □





2nd to 5th December 2006

Entries for this year's Le Jog are filling up fast, so if you want to experience one of the toughest motoring events in Europe whether on the Reliability Trial or the slightly less demanding Touring Trial contact HERO today!



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Photos: Mike Johnson, John Brown.

When Men were Men...

Endurance rallying 50 years ago

LE JOG is acknowledged as one of the most difficult events in the classic rally world, in particular the final leg with 24 hours of motoring before the final control at windswept John O'Groats.

Imagine that final day five times over and throw in mile after mile of dangerous loose-surfaced roads at an impossible average speed, no formal service or rest halts, and perhaps you can start to imagine the challenge facing the 86 crews who started the Liege-Rome-Liege Rally 50 years ago.

As they lined up in Liege on the evening of 29th August 1956, in front of them were almost 4000 miles of motoring, their first test a 15 hour, 565 mile leg to Ortiesel in Italy, a warm-up before the rigours of Yugoslavia. This section, a supposedly easy opener, produced three

retirements and 17 crews had lost their clean sheets.

At Ortiesel the fun began. Leaving the control in the early morning darkness, the already weary crews faced a 710 mile, 19 hour journey to Gorizia on the Yugoslav border. Those of you with calculator handy will have noticed that the overall required average since the start was 37 miles per hour including all stops for fuel, food or 'comfort'.

This pace continued and, having already driven the passes of Sella, Pordoi, Falzarego, Tre Croce and Mauria on their way to the border, the second night through Yugoslavia saw more retirements, with the section over the Passo Moistrococa penalising the entire field apart from Mairesse in his 300SL Mercedes. The roads were

predominantly unsurfaced, destroying tyres and suspensions, and by the time the rally reached Zagreb only 61 crews were still running and many had been eliminated by accidents caused, no doubt, by the need to keep up the pace to avoid elimination.

Dawn found the survivors with the sea on their left and spirits lifting with the sun. At the Italian border with 58 still running, only Mairesse was unpenalised, the highest-placed British model being a TR3 at six minutes down, with Sims/Ambrose in their Aston Martin in ninth position.

So, with 1300 miles covered in 35 hours, the worst that Italy could offer lay in front as they booked through the Gorizia control on that sunny Friday morning. During the afternoon, the tired crews and travel-stained cars tackled the passes of Staulanza, Cereda, Brocon, Robbera and Mendola but these, after more than 48 continuous hours on the road, were only a foretaste of the next loop. This, in darkness, took in the Stelvio, Gavia and Vivione: all narrow, loose surfaced and with unguarded but thankfully unseen drops to the valleys below. By the time Brescia was reached in the early hours of Saturday morning, a further seven crews had dropped out. Mairesse was still unpenalised, but had only scraped in by 12 sec-



The TR3A of HERO member David MacKay competing on the 1958 Liege (also seen above right with other crews)



onds on the Vivione.

Mairesse held the lead from Storez in his Porsche and in ninth place was a heroic Peugeot crew, the car patched together after a crash and the co-driver in constant pain with a broken collar bone. The Sims/Ambrose Aston Martin had retired with a holed radiator and now the best British crews were Gott/Tooley and Milne/Bensted-Smith in MGAs at 17th and 18th.

Leaving Brescia in the early hours, the convoy moved towards France and a series of short sharp sections. Tackled earlier in the event, these would probably not have troubled the top crews but by now tiredness of both crews and machinery was affecting performances and the rough 12-mile Izoard section penalised everyone, even the leader dropping a minute. The Col d'Allos

wreaked similar havoc and best performance on the 10-mile Col de Soubeyrand was Storez, a full three minutes down.

The infamous Col du Galibier was an extreme test, difficult at the best of times. The weather was atrocious, a violent storm produced fog, hail and vicious rain and the best performer dropped three minutes, with one top British driver dropping 17 minutes despite driving flat out.

There only remained the long drag back to the finish at Spa and, after booking out of the St Michel de Maurienne control, the tired survivors set off on the final 550-mile section through a foggy and rain-soaked France. At 6.00pm on Sunday 2nd September, 35 finishers drove into Spa, 116 hours after leaving the start.

The worthy winner was

indeed Mairesse in his 300SL with only nine minutes lost. Britain was represented with TRs in fifth and 10th places and the MGAs 13th and 14th; but I am sure that you will agree that everyone down to the 35th-placed Fiat 1100 deserved a medal. The battered Peugeot, complete with passenger door made of wood, made it in a magnificent seventh place.

So, when you are stifling a yawn at 6.00am on the final morning of Le Jog, spare a thought for those heroes of 50 years ago and, oh, before you ladies take issue with the title of this little story let me say that only four years later our own Pat Moss and Ann Wisdom, whose son Tim 'Jingers' Riley is well known to many HERO members, beat all the men to lead home a magnificent 13 survivors out of 83 starters. True Heroines. □

My Bookshelves

by Don Griffiths

My bookshelves are bulging and reflect all my interests. They represent many years of browsing through bookshops and now, in this computer age, gazing at a screen which is much less fun and lacks the familiar musty smell of traditional shops.

My motoring section measures, to my astonishment and Pat's despair, 25 feet! Can I really have read them all from cover to cover? Somehow I doubt that, but they all certainly look well thumbed.

4x4xplore enthusiasts would find Richard Pape's *Cape Cold to Cape Hot* to their liking. First published in 1956, this book relates the exploits of an eccentric non-conformist who drove an Austin A90 from North Cape, Norway, to South Cape, South Africa. This little jaunt was an immense initiative test, as travel in those days could be very exciting. The intrepid Mr Pape was not as inconvenienced by the wars and bureaucratic barriers that assail us today, but he managed to get into a considerable amount of trouble without outside help. A wonderful read, watch out for it, I notice my copy cost £1.50.

My true Rally section includes *Rally Co-Driving* by Phil Short, briefly my co-driver in '69 and '70 before he moved on to greater things. Phil is a rare example of an enthusiast who turned his hobby into a career and he remains just as enthusiastic today, this book cost me nothing! It was a present from Phil and is recommended to anyone who needs a bit of organisation injected into their rallying.

Wheelspin Abroad by C.A.N. May tells of his adventures on the 1948 London-Lisbon and Alpine Rallies in an MG saloon and Allard sports respectively. As if normal competition problems weren't enough, he also had to wrestle with officialdom before receiving a modest foreign currency allowance!

Rallies and Races by William Leonard covers the exploits of Maurice Gatsonides, father of regular HERO competitor Tom, including his pre-war career and taking in his Monte win in a works Ford Zephyr.

Another wonderful read is Mike Couper's *Rallying to Monte Carlo*; mine cost £5. Couper tackled the Monte in a series of unsuitable vehicles such as Rolls-Royce, Bentley and Armstrong Siddeley. He was more interested



in winning the award for presentation and innovative preparation than outright victory, though he was a fine driver and the details of his pre-rally work are particularly interesting.

Our own Bill Price has written the definitive book on BMC/BL rallying: *BMC/BL Competitions Department*, published by Haynes, is a must for any HERO member.

Another link with our club is found in Pat Moss' *The Story So Far* which, published in 1967, takes us through her early career from MG TF days to works Saab drives. For much of this period, including her fabulous win in a big Healey on the Liege-Rome-Liege, Pat was co-driven by Ann Wisdom, mum of regular event sweep driver and bush mechanic par excellence, 'Jingers'. Tim's dad also features in many of my books, namely Peter Riley, who piloted works Healeys as well as enjoying success at Le Mans.

The Rally Go Round by Richard Garrett, first published in 1970, consists of a series of unrelated chapters including one where Mike Wood, an occasional marshal on our events, gives tips on co-driving as well as candid gossip on the rallying scene at that time.

Where do I stop? I haven't even mentioned my collection of *Motor Sport* and *Autosport* magazines. Looking through these, all from the golden age (which to me is the 1950s, 1960s and 1970s), is a real step back in time as you read the reports written in the week that the event happened.

It is still possible to pick up book bargains, but it's getting more difficult. In my early days, real treasure could be found; after retiring on a 1960s Circuit of Ireland – engine blown to pieces on the Tim Healey Pass due to my driver's inability to glance at the rev-counter – I found a wonderful collection in a small bookshop in Cork. These days, sellers are too educated to values, but it can still happen – keep trying. □

Chris Pringle

An enthusiastic marshal, Chris was instrumental (through his job with one of the water companies), in setting up and running a number of the North East tests on LE JOG. Obituary by Stan Appleton

It is with both surprise and shock that I am letting you know of the devastating news that Chris Pringle died suddenly in hospital shortly after 7am on October 1.

Chris had returned from holiday and spent Saturday night marshalling on the Hexham Historic, enjoying the usual chat and banter when he had seemed in great form. He was taken unwell at the rally finish

and taken to hospital by ambulance, accompanied by long-time friend David Lewis.

Chris was only in his mid-50s and an immensely fit hillwalker and this makes his sudden passing both shocking and incomprehensible. Chris had no immediate family but leaves his partner Rachael and a huge fraternity of friends.

Chris was obviously known to us in the historic

world for his achievements both at home and abroad, from single-day outings to longer CRA and HERO events; my personal memories are always of him in Roy Perkins' Ford Anglia. But he was also a great champion of North-East modern road rallying, latterly alongside Jon Lawson in a Subaru, but ready to give time and advice to anybody of any level of experience. □

Classified Ads

FREE lineage advertising (of relevant items) is open to all HERO members: email to MMcKays@aol.com by Dec 30 for the next issue

John Brown's Big Book of Speed - Time - Distance Tables and Miles: Kilometres Conversion Table. Easy to follow layout. Wire bound so that each page lays flat. Including P&P £27.95 for UK; £29.95 for overseas. John Brown, The Town House, Leigh, Worcester, WR6 5LA. Tel: (+44/UK 0)1886 833505, Fax: (+44/UK 0)1886 833144, email John@4x4xplore.com, website: www.4x4xplore.com.

Triumph Vitesse Mk2 for sale Mine for 20 years, the Arctic Winter Trial Vitesse is looking for a new home as I'm hardly using it. Ultimate 1969 Vitesse spec with Rotoflex rear suspension for good handling, overdrive for relaxed cruising and sunroof for comfort. The 2-litre 6-cyl Mk2 engine was fully rebuilt 15,000 miles ago and has just had hardened seats fitted for unleaded petrol; the gearbox, overdrive, diff and driveshafts were rebuilt at the same time. The chassis is excellent and the car has a year's MoT. The body and interior need tidying, though it's still just presentable from a distance! Ideal for LE JOG: £2750. Malcolm, 01296 770992, MMcKays@aol.com.



Motoring Magazines for sale - ideal for historians or perhaps just to read and enjoy. *Motorsport* 200+ copies between 1963 and 1982 including several complete years. *Motor* 450+ copies between 1949 and 1959. *Classic & Sportscar* 100+ copies between 1982 and 2004. *Classic Cars* 100+ copies between 1988 and 1999. *Thoroughbred & Classic Cars* 70+ copies between 1975 and 1982. *Collectors Car* 20+ copies between 1979 and 1981. *Old Motor* 15+ copies between 1979 and 1980. I am looking for approx 50p per copy but any realistic offer considered: talk to me! Don Griffiths, tel 01489 895813, email DonPatGriffiths@aol.com.

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HERO / 4x4xplore

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Club Nights

HERO members are always welcome at the Historic Rally Car Register's regional monthly gatherings: check with the organisers for venues and dates

Bristol & Bath

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Mike Collins, 01757 269219

Caption contest

Last issue's shot of Peter Nedin puckering up with Joy Hewson at Scone Palace drew an appropriate caption:



"Watch it Nedin, if you chew my ear you will get a good Kicking" - Martin Pratt.

Now, get sharpening your wits and tell us the conversation between Michael Eatough and Bill Price over Michael's Merc at the end of the last London-Lisbon: captions to the Editor, please, MMcKays@aol.com.



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