

The Sixty Minutes

The news sheet of the
Sixty & Worcestershire Motor Club Ltd.

January 2026 Edition

7th. February 2026 Awards Night
To be held at The Sergeants Mess

First events for 2026

Nav Scatter 20th February

Autosolo/PCA 8th. March

Chairman's Chat

Happy new year,

Can't quite believe 2025 is done and we are starting 2026 beginning of December we organised an auto test. Which went well , more later.

I did go and marshal at a autosolo run by Bristol Pegasus, at aust services just off M48, event went smoothly with a largish field of competitors, the good thing ,it was dry, but, a bitterly cold breeze made for a long day out, we did have a club member competing

This year we do have a number of events, from autosolo , auto test, 12 car/scatters planned, if you are interested in organising/ helping out on any event , just send an email to us at the club

Hope to see you all soon

Last event of 2025, Defford Autotest

A small entry, but a fun day out slipping and sliding around a few cones

John and Adam , had a change of car,I am led to believe the diff is out of the mk1 escort and is spread around their workshop, this is what caused the retirement at Prescott, so, they brought out a street Ka!!, Adam seemed to cope quite well with the driven wheels at the wrong end, however, John didn't disappoint us in having an off the excuse of the drive is the wrong end!!(your getting good at this ,John,)apparently and luckily nobody has photographic evidence.,

We opted for two teams , rather than the usual format, so, team Stallard vs team Bridgewater was the plan, unfortunately Andy dropped out last minute, so Tony worked with both teams , doing 2 tests as team Stallard and 2 as team Bridgewater, everyone had smiles, throughout the day

Marshal Mutterings

HAPPY NEW

Since the end of the season there has been a lot of date changes and championship event changes, dates being released very late, and some not yet released! One change concerns the club, the Phil Price Memorial Rally has been dropped from BTRDA championship after 37 years! More on what's next month. The Green Leaves Classic Tour is going well with a lot of the work well under way. First provisional dates for club events subject to permits etc pencil them in your diaries as they will be confirmed through the year.

Awards Night	7th February	Nav Scatt	20th February
Autosolo/PCA	8th March	AGM	19th March
Navex	1st May	Green Leaves	28th June
Auto Test	18th July	Grass Auto Test	15th August
Phil Price Woody	12th September	Auto Solo/PCA	3rd October
Navex	16th October	AutoSolo PCA	1st November
Navex	14th November	Tarmac event	6th December

The Woodpecker and Classic Tour should not change as they are confirmed in the Championships which are confirmed, and have been with MSUK. We will need a few more organisers to top up what we have all ready. Just contact ANY committee member.

17th January Club Newtown & District Automobile Club Event ME Rallysport Showground Stages Venue Royal Welsh Showground Builth Wells Contact TBC

24th/25th January Club Tregaron & District Motor Club Event Cambrian Road Rally Venue Mid Wales Contact TBC

7th/8th February Club South Hams Motor Club Event Primrose Road Rally Venue Devon Contact TBC

14th/ 15th February Club Bath Motor Club Event Bath Festival Targa Venue Castle Combe Contact TBC

21st/22nd February Club Beverley & District Motor Club Event East Riding Stages Venue East Riding Contact TBC

28th/ 1st March Club Bournemouth & District Motor Club Event Bovington Dorset Contact TBC

Lets have some good motor sport and see you out there.

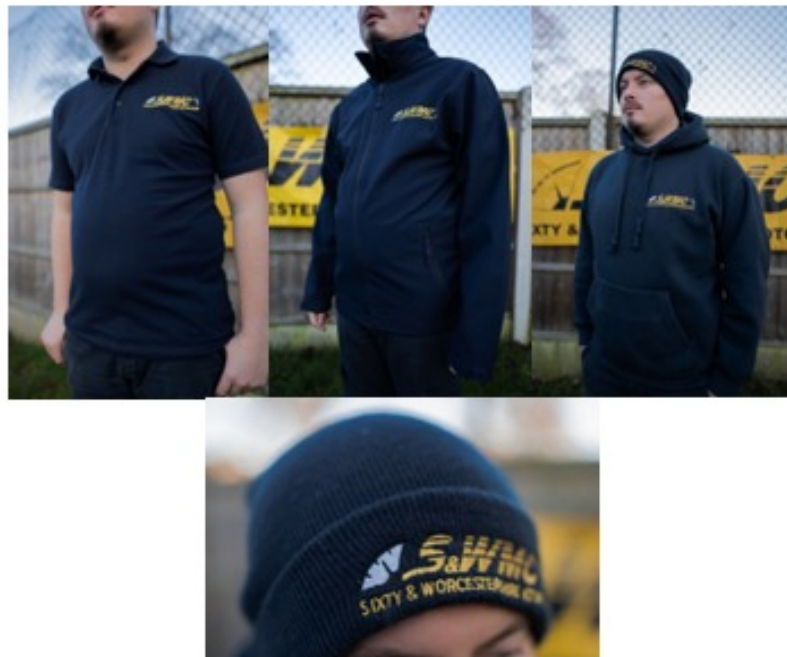
Alan Corns

Chief Marshal

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Coming Soon

Club Regalia



We are excited to announce the upcoming relaunch of Club regalia for our members. This collection will include a variety of items tailored to showcase your pride and affiliation with the Sixty & Worcestershire Motor Club.

Our new range will feature quality apparel such as stylish hoodies, comfortable polo shirts, warm beanies, durable waterproof coats, and cozy fleece jackets. Each piece of merchandise will be designed with the club's colours and logo, ensuring you can represent the club with pride wherever you go.

We value the input of our members and encourage you to share any ideas for additional items you would like to see included in our regalia collection. Your feedback is important to us, and we aim to provide a range that meets the needs and preferences of our membership.

Stay tuned for more updates on the release date and how you can get your hands on these fantastic items. If you have any suggestions or are eager to make a purchase, please get in touch with us at sales@sixtyworcsmc.co.uk. We look forward to seeing our members decked out in the finest Sixty & Worcestershire Motor Club attire!

The Long Road North Le Jog 2025

It is said that the Lands End to John "O" Groats is the most difficult Classic rally in Europe, if not the world, and this year it kept up its reputation. Bill Pardoe had always wanted to have a go at it but hasn't got a car, so I agreed to let him drive my Cooper "S" with me in the hot seat. My son Matt had refused to do it again after all the problems we had had with the car on the previous two! The event is spread over 3½ days and covers 1500 miles.

I had spent considerable time and effort in trying to make the car more reliable. Alan Warburton had rebuilt the gearbox and I had rebuilt the engine, fitted a new clutch, tyres, alternator, brake pads, battery, fire extinguisher, and many other smaller items.

There were 55 entries from all over the world, including crews from Germany, Switzerland, Austria and Belgium. The oldest car was a 1924 Bentley and the youngest a 1990 Audi 80. We were in my 1964 Cooper "S". Bill had not driven on a rally for 30 years and only driven the Mini on the Greenleaves Tour, and the total age of car and crew came to 221 years, so we knew it was going to be a challenge.

We drove down to Lands End on the Thursday and got through scrutineering and signing on, so we could leave Friday free to check the trip meter and plot some route, and walk around the first test. The event consisted of 30 regularities and 13 autotests. Some of the Regularities were set at 30 mph on Saturday evening so it was more like a Road rally.

The weather was wild, with high winds and lots of rain. We were car No.8 so we started the first test at Lands End in the dark at 7-38am. This was when our first problem arose. Despite starting at one minute intervals we caught up the previous car (a Sunbeam Rapier) on the test and couldn't get past, dropping around 15 seconds. Thankfully they were wrong slotted on the way to the first regularity so we got in front of them.



Bill and Dood on one of the Regularities in north Devon

The route wound its way up through Cornwall, Devon, and Somerset with 6 regularities and 4 autotests to arrive at the evening supper halt at Penhow near Chepstow. We missed a junction on the 3rd regularity which cost us over a minute, but otherwise we were going quite well, being 5th fastest on the 2nd autotest. Because of the high winds the A48 Severn Bridge was closed so we had to use the M4. As we approached the exit junction the car began to misfire. We struggled to the main control and clocked in, where my son Matt had come out to watch. We set about trying to rectify the fault. We changed the condenser and the plugs but it was still misfiring. Then we went to change the coil and found the spade connector was loose. The nut holding it on had come undone (It has only been on there for 7 years!). This sorted the problem which just gave me enough time to plot the next route handout and have a bite to eat. It was all a bit hectic, but we were still in a Silver medal position.

The route instructions were similar to those used on our Navex e.g Map References, Tulip diagrams, herringbones, spot heights, pieces of marked map etc. and they provided the map books to plot it all on. In most cases they gave you ample time to plot and only in a few cases did they cut this down to 10 mins.

Matt watched us leave and set off to Cross Gates where there was a fuel halt. Unfortunately he turned the wrong way out of the car park (following his Satnav) and found himself driving down the route of the next regularity and through a control. There was nowhere to turn around, so he pedalled on as fast as he could in his estate car, looking for somewhere to pull over. He could see someone catching him up (Matt is no slow driver) and eventually found a pull in, only to see us scream past. We had taken a wrong slot and were pressing on a bit to catch up time!

The three regularities before Crossgates were very long and very quick, being mostly at 30 mph and we struggled to keep up to time dropping several minutes on each one. They were a bit rough with a lot of standing water but good fun however, with one going over Red Darren and down off Haye Bluff. Old Greenleaves Rally country. Despite this we were 11th and 8th quickest on the last two. We were getting into our stride.

The last section was a Time control section from Crossgates to Telford taking in a lot of classic roads. It comprised 24 time controls and 27 code boards spread over 2½ hours. Because of all the rain there were many flooded roads, some very deep and long. We had a few “moments” and one wrong slot but got through it fairly well. I thought it was brilliant, like rallying used to be in the 1970s. Halfway through the car began to make a rotational scraping noise, which was getting louder!

We arrived in Telford and got to bed at 3-30am, only to be woken by the alarm at 6-00 am. I quickly dressed and phoned Matt who was in a different hotel and met him in the car park to see if we could find out the cause of the noise. The only thing we could find was that one of the track rod ends was extremely worn and loose and thought that, just maybe, the wheel was wobbling causing the noise. We discussed the problem and decided this was quite dangerous if it fell off. If it had been only 50 miles to the finish we would have risked it, but it was 1,000 miles. We could not find anyone who was carrying a spare so we made the sad decision to retire.

At this point we were lying 10th overall and 4th in class and still in a Bronze Medal position. I drove the car home with Bill and Matt following in his estate car and within a few miles I realised what the noise was. The speedo was flicking from zero to 120 in time with the rubbing noise, which by this time was quite loud. Annoying as the speedo has only done 7,000 miles. That’s rallying for you !

By the time the event had reached Muirkirk in Scotland on Monday afternoon the leaders were the MGB of Mark Godfrey/Martyn Taylor on 5-26 and by this time there were only 44 cars still running. At the finish the top three were all regular competitors who had previously obtained a gold medal. They say there is no substitute for experience !

As part of the event Bill was collecting money for a charity in Africa called the “Ifakara Bakery Project” and by the time we had retired he had raised over £2,000. If you would like to donate go to “contact@bakeryfund.org”

Will I be doing it again next year? Ask Pauline!!

Dood

Results

1 st Mark Godfrey/ Martyn Taylor	MGB	7-20
2 nd Andie Lane/Iain Tullie	Mazda Eunos	13-36
3 rd Kevin Haselden/Ryan Pickering	Cooper “S”	17-48

43 finishers.



Bill & Dood with their Charity T Shirts on

Off-road Championship

	Marshall	KickOff solo	Prescott Festival	Alastair	Defford	Prescott Party	Defford Autotest	Total	Best 4
Adam Stallard	x	125	125	45	62	111	85	553	446
John Stallard	x	100	85	85	45	39	65	419	335
George King		125	125			82		332	332
Barry Bridgewater	x	85	65		75	45	105	375	330
Simon Cross		75	62			42		179	179
Dood Pearce	x			125				125	125
Dave Cross	x	50				58		108	108
Richard Murphy						108		108	108
David Thomson			105					105	105
Mathew Boyce		100						100	100
Geoff Wooldridge	x		100					100	100
Peter Norris					50	37		87	87
Kurtis Tindal	x	75						75	75
Kris Barrow		65						65	65
Alastair Moffatt				62				62	62
Emilia Buck		50						50	50
Jack Pennington			50					50	50
Haydn Tindal	x	45						45	45
Samson Thomson			45					45	45

Road Rally Championship

Drivers	Scatter	Stallards	Total
Duncan Buck	105	75	180
Adam Stallard	125		125
Richard Stallard		92	92
Simon Cross	85		85
Matt Clive	65		65
Anna MacDonell	45		45
Margaret Cross		42	42
Navigators			
Catherine Buck	105	75	180
John Stallard	125		125
Dood Pearce		108	108
Dylan Stallard		92	92
Lottie Cross	85		85
Callum Paddock	65		65
Phil MacDonell	45		45
Dave Cross		42	42

Historic Rally Championship

	Measham	Plains	RAC	Total
Drivers				
Navigators				
Glyn Thomas		37	75	112
Dood Pearce	25			25

Stage Rally Championship

	Plains	Nicky Grist	Woodpecker	Cambrian	Woodpecker	Wyedean	Total
Drivers							
Martin Walters	114	75	75	89	96		449
Navigators							
Marie Fletcher	114	75	75	89	96		449

Sprint and Hill climb Championship

Drivers	Loton Park 1	Loto Park 2	Prescott 7/6/25	Prescott 8/6/25	Gurston Down Sat	Gurston Down Sun	Wiscombe	Curborough	500Owners	Mallory 21 June	Shelsley July 6	Mallory 22 June	Harewood 2nd Aug	Harewood 2nd Aug	Loton Park 6th Sep	Loton Park 7th Sep	Prescott 20th Sep	Blyton 27th Sep	Blyton 28th Sep	FDMC 5/10	Rallye Prescott	Total
Martin Walters	125	115	125	125	125	125			108		125	97	102					108	110	125		1515
Marie Fletcher	95	55	105	82	75	85			42		65	81	87					75	82			929
Ethan Harris							104	114	48	108					89	98	117					678
Hendrik Minderman																				96		96
Alastair Moffat																				87		87

We we think that these championship charts are the last and latest for 2025 unless you tell us that there is something missing or incorrect If this is the cast please do not hesitate to contact Dave Cross who will do his best to make it right

Alan W

PRESIDENT



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YOUR COMMITTEE

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Keeper or all championship charts Dave Cross

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