

The Sixty Minutes

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

June 2026 Edition

A green rectangular banner with white text, enclosed in a thin black border and a red dashed border. The text reads: "SUNDAY 28TH JUNE 2026" in large, bold, sans-serif capital letters, and "GREENLEAVES CLASSIC TOUR" in smaller, bold, sans-serif capital letters below it.

**SUNDAY 28TH
JUNE 2026**
GREENLEAVES CLASSIC TOUR

Chairman's Chat

I can not believe we are half way through the year!! Time seems to be flying by,

I did say last month I was out marshaling on the dixies challenge, thank you Matt for the company, on an eventful day, as we arrive on post visibility was reduced, typical epynt conditions, luckily the early fog lifted just before the first safety convoy arrived, the first two runs of our stage went well, with a few offs/spins on the junction after us, the stage was reversed in direction for the next two passes, we had a major stoppage after the first 13 cars, I will say there is a utube video ,dixies challenge rally crashes ,highlights & pure sound,3/5/26, back to the stoppage, car 15 ,Darien t9, passes our junction ,sounding sick, unfortunately the crew wouldn't go much further, the car caught fire!!, both crew out and safe, unfortunately, this would cancel this stage and the repeat stage, so, just before the start of the next stage we had a massive downpour, which made it all a bit more interesting, some if not all into that stage on the wrong tyres,

Next up for me was the springfling trial, ross and district motor club organised, out at a venue near abby dore, 54 hills in total,19 entries, some challenging hills of what I could see, a variety of cars, made for some interesting viewing, the weather looked good in the morning , we was watching the rain go around us ,until lunch break, where the heavens opened, about 20 mins of rain/hail, this made the first runs in the afternoon very challenging

Thank you to the organisers of this event

AWDC ebbw Vale comp safari 24th may,

What can I say ,cracking weather, cracking venue,

I my have went a bit red!!!!!! , sun and warm weather in Wales??!! ,

We started the day with 41 entries

Unusually for the organising team, we started with a technical issue, sorted, but started 20 mins behind,

Some nice cars ,some quick drivers,

First lap of the 6 mile course was done with caution, however after this ,everyone picked the pace up,

The day was eventful, with a rollover or two,

And as you read this we will have just completed, an autosolo at our new venue,more on this soon

Kind regards

Will Tindal

Marshal Mutterings

I must start with some very sad news. Most motor club stage rally marshals have had to deal with a Mr Ian Evans. He sadly passed away recently after fighting ill health for many years. Ian has been Chief Marshal on the Nicky Grist for many years and stage commander on so many rallies I cannot name them all. Only in April he was stage commander on the 7 valley that is how dedicated he was to the sport. I worked with him on WRGB when he ran the Alwen stage for many years, he was known as Commander Alwen! Our condolences must go to his family, daughter Tru, who brought forward her wedding so as Ian could be there, Ryan Debi. On a slightly happier note Paul Spooner has been released home after his accident with David Tomlin, get well soon. We are now confident that the Britpart Woodpecker Rally has got the route through NRW etc, more information next month. The Greenleaves Classic Tour has a good healthy entry, let's hope they keep coming in. I have been checking the radio licences and getting them up to date, will be looking at operators as well.

5th/6th June Club Roger Albert Clark Rally Motor Club Event Visit Kielder Carlisle Stages Venue
Kielder Forest Contact TBC

6th/7th June Club Craven/Farnborough/Sutton Cheam Event Abingdon CAR-nival Venue Dalton
Barracks Abingdon Contact TBC

6th/7th June Club Welsh Border Car Club Event Classic Lanes Road Rally Venue Welshpool Contact
TBC

13th June Club Knutsford & District MC Event Plains Rally Venue Bala Contact Mike Timmins
07747620009

19th/20th June Club Mull Car Club Event Argyll Rally Venue Dunoon Contact TBC

27th/28th June Club Bala & District MC Event PK Memorial Road Road Rally Venue North Wales
Contact TBC

28th June Club Sixty & Worcestershire MC Event Green Leaves Classic Tour Venue Worcester Contact
Pete Wood 07787188720

5th July Club Tavern Motor Club Event Cotswolds Rally Venue Cotswolds Contact TBC

9th/12th July Club Goodwood Road Racing Club Event Goodwood Festival of Speed Venue Goodwood

11th July Club Quinton Motor Club Event Nicky Grist venue Builth Wales

17th/19th July Club That's Motorsport Ltd Event Iom Hill Rally Venue IoM Contact Jon Aston

19th July Club Carmarthen Motor Club Event Fairfield Merlin Stages Venue Pembrey Circuit

25th/26th July Club Port Talbot Motor Club Event Tour of Epynt Venue Epynt Ranges

TBC July Club 60 & Worcestershire MC Event Autotest Venue Much Marcle

We had a great time in the IoM Marshalling Radioing. Something a bit different this Sunday Will Tyndal's Moreton on Lugg Autosolo. Stewarding for both of us

Happy Motorsport Alan Corn

Autosolo 31st May 2026

The club has found a new venue for autosolos on an Industrial Estate car park at Moreton on Lugg. The surface is smooth and quite abrasive, but ideal for this type of event. Organised by Will Tindall it attracted most of the top competitors in the Off-Road Championship plus a number from Ross & District.

The weather was warm and dry and the first test began promptly at 10-00am, although Dave Cross only just made it. He got held up by an accident involving a bicycle and his satnav kept redirecting back to the same place. Wonderful this modern technology!

After the first test Andrew Warren from Ross was leading in his Fiesta by the narrowest of margins (1.4 secs) from Tom Johnson, our championship leader, in his MX5. Philip Bridgewater was going well but found his rear tyres were worn down to the canvas after three goes at test one, and was forced to fit some more.

Adam and John Stallard were sharing their rapid Mk I Escort and were also looking with concern at their rear tyres, but decided they would last one more test.



Hannah Bartleman on test One

It was good to see two women taking part. Alice Lloyd from Ross was driving Kenton Lloyd's Mk II Escort and Hannah Bartleman (also from Ross) was in a Suzuki Alto. Simon Cross was sharing his supercharged MX5 with Dave Cross and was complaining about too many events. He had done an autosolo the week before and was entered in another the week after. Nothing like getting plenty of practice in.

Test three saw Philip Bridgewater set a cracking time to move into the lead on 251.6 just 1.3 secs ahead of Andrew Warren. Only 8.4 secs separated the top five.

Philip was 1.2 secs faster than anyone else on the last test to take a well deserved victory. An excellent event. Thanks to the marshals, Jackie Harris, Matt Blanchard, Alan Corns, Helen Climpson, Rob Mason and Kurtis Tindall.

Dood



Philip Bridgewater kicks up the dust on the first test on his way to victory



Philip Bridgewater's tyres after test one

Results

1.	Philip Bridgewater	MX5	329.5	1 st Overall
2.	Andrew Warren	Fiesta	333.0	1 st Autosolo
3.	Tom Johnson	MX5	337.7	1 st PCA
4.	Simon Cross	MX5	340.4	
5.	Adam Stallard	Escort	341.0	
6.	Barry Bridgewater	Audi A1	354.6	
7.	Dave Cross	MX5	367.7	
8.	John Stallard	Escort	371.9	
9.	Kenton Lloyd	Escort	378.7	Most entertaining
10.	Anthony Woodcock	MX5	386.4	
11.	Alice Lloyd	Escort	402.3	
12.	Hannah Bartleman	Suzuki Alto	484.8	



SUNDAY 28TH JUNE 2026

GREENLEAVES CLASSIC TOUR

The Greenleaves Classic Tour is a non-competitive classic car event set in the Worcestershire & Warwickshire countryside, guiding participants along a planned route of picturesque lanes, rural landscapes, charming villages, and notable local landmarks. Designed to celebrate heritage motoring, the tour offers a relaxed, sociable experience that brings enthusiasts together to enjoy craftsmanship, nostalgia, and the joy of driving at a gentler pace.

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SCENIC TOURS
DRIVING EVENTS FOR CLASSICS



Carnival Pram Rally 1965

The Club has run many different types of event over the years but the most bizarre was probably the Worcester Carnival Pram Rally. It was organised in the same way as a road rally except competitors used prams or trollies.

It was first run on a Monday evening in 1965 with a route of about 9 miles, starting and finishing on Worcester Race Course, and attracted 29 entries. There were two classes, prams and specials. Each "vehicle" had to have no means of mechanical propulsion and one of the crew had to be in (or on) the vehicle at all times.

The event was open to anyone who was mad enough to enter, and several club members came into this category. Ian "Noddy" Watkins and Mike Wood were seeded No.1 in a special, and with their rally experience were expected to do well.

The first control was fairly relaxed in order to give crews a chance to warm up, as the route wound its way northwards via Pound Walk and Waterworks Alley. Then there was a neutral section across the Ombersley and Droitwich roads. Then the route went through a rough "white" with an almost impossible obstacle called St George's Walk. The next few controls led to Rainbow Hill, around the back of the Gas Works (no longer there), up the steps to come out in front of Shrub Hill Station, and then down Tallow Hill to the Halfway Halt.

At this point Watkins/Wood were leading, being the only crew still clean. Two competitors had retired, one with a missing wheel and one with a broken spring. The Halfway Halt was 36 minutes which allowed crews to make up any lost time and get their breath back.

The second half was shorter but the first few controls were very tight (2 mins, 2 mins, 1 min and 1 min), going up over Fort Royal Hill to London Road. The route then became a little easier taking in Victoria Ave, Sebright Ave, and Timberdine Ave, to a final two minute special stage along the river bank, timed to the second. The Metal Box Apprentices set fastest time with one minute exactly.

In the end it was the Standard Pram of Pete Homblower and Richard Spencer who won dropping just 2 minutes.

The event was run several times over the next few years and created a lot of interest.

Results

1 st O/A	Pete Homblower/Richard Spencer	Pram	2 mins
2 nd	Brian Bickerstaffe/A Fowler	Special	5 mins
3 rd	Ian "Noddy" Watkins/Mike Wood	Special	5 mins

Special award – Miss V Allington and Miss C Searle-Jordan (Best female crew)

Dood



Pete Hornblower/Richard Spencer starting the 1966 Pram Rally being flagged away by the Carnival Queen



Alan Clarke-Morris/Dood Pearce on their way to 2nd overall on the 1967 Carnival Pram Rally

Trophy Points 2026

Road Rally Championship

<u>Drivers</u>	<i>Redd</i>	<i>Stallards</i>	<i>Ross Nav</i>	<i>May Nav</i>	Total
Dave Harris	85	75	125		285
Anna MacDonell		50		91	141
Barry Bridgewater		75		58	133
Duncan Buck				125	125
Dave Cross				125	125
Simon Cross		100			100
Richard Stallard		100			100
John Stallard				58	58
Kevin Guest		50			50
<u>Navigators</u>					
Dood Pearce	85	75	125		285
Phil MacDonell		50		91	141
Catherine Buck				125	125
Dave Harris				125	125
Lottie Cross		100			100
Dylan Stallard		100			100
Adam Stallard				58	58
Chris Guest		50			50

Stage Rally Championship

<u>Drivers</u>	<i>Showgn.</i>	<i>Eridings</i>	<i>Yorks D</i>	<i>AGBO</i>	<i>Dixies</i>	<i>Salaman</i>	Total
Jon Griffiths	70						70
<u>Co-Drivers</u>							
Glyn Thomas		25	105	25	85	117	357
Bob Griffiths	70						70

Marshals Championships

	C/F	MayNavex	AH Stages	Dixies	Lincoln	Spring Fl	Severn V	Autosolo	Total
Jeremy Hancock	80		10	10	10				110
Will Tindall	45			10		10		30	95
Jackie Harris	30							30	60
Dood Pearce	15	30							45
Alan Corns	15							30	45
Helen Climpson	15							20	35
Adam Stallard	30								30
John Stallard	30								30
Pete Wood	30								30
Phil MacDonell	30								30
Geoff Wooldridge	30								30
Matt Blanchard					10			20	30
Aaron Stoneman	20								20
Mike Waddoups	20								20
Jeff Jones	20								20
Andy Taylor		20							20
Malcolm Limrick		20							20
Dave Evans		20							20
Andy Benjamin	10						10		20
Di Brookfield	10						10		20
Hywel Humphries	10						10		20
James Davies	10						10		20
Rob Mason								20	20
Kurtis Tindall								20	20
Ken Shallam	10								10
Bobby Shallam	10								10

Off-road Championship

	Autosolo	Autosolo	Total
Tom Johnson	125	125	250
Simon Cross	125	96	221
Barry Bridgewater	105	82	187
Dave Cross	85	67	152
Tony Woodcock	65	65	130
Matt Pearce	105		105
Adam Stallard		105	105
Daniel Box	85		85
John Stallard		85	85
Josh Mounce	65		65
Joseph Pearce	45		45

Trying to correct inaccuracies

Back in February, MN published an article about John Price and his Renault 5 Turbo. The author, Paul Lawrence, seems to have built this article on hearsay from various sources, notably not having consulted John's son, Stephen Price or anyone else who had the detailed knowledge about the period of time that John ran various Renault 5 Turbos. I submitted the attached response to Matt James, Editor of MN, who passed it to Paul Lawrence. He in turn responded to me that my submission that the article was full of inaccuracies was "greatly exaggerated" Further contact with Matt James has not brought forward a response. Therefore, I would ask that you publish this message in Sixty Minutes, along with the attachment in order to correct the many mistakes in the article. Many Thanks.

Best Regards

Derrick Davies



How John Price obtained a R5T needed correcting. John travelled to Viry-Chatillon, the Renault Sport HQ near Paris, and managed to talk himself into a meeting with the Renault Sport director, who agreed that John could purchase a road going 5 Turbo from the export centre in Paris (Renault DVSE), hence the original red export plates. He then went to the Alpine factory in Dieppe and purchased a Sport Kit, consisting of a larger intercooler, improved exhaust manifold, suspension and a roll cage. So, for the first couple of years, it was basically a converted rod car. The story of staying in the office at Dieppe is completely wrong.

His accident on the Donegal Rally did result in severe damage to the rear right corner but the car was repaired in John's workshop and not returned to France.

The 1981 RAC Rally story is again incorrect. Bruno Saby did retire, but the works team were more interested in looking after Jean Ragnotti/Martin Holmes who ran into 5th overall. John was running a good half an hour behind the works teams and therefore could not have received on-event support. I was also competing with David Walton in his Gp2 Escort 1300, and we ran about 5-10 minutes behind John, so would have seen the alleged works support. We often serviced near to him, and I chatted with John a few times which led to bigger things. John never benefitted from works support; indeed, he had to find the funds for parts himself. Living not far away from John's workshop, I often used to drop into the workshop at Wormbridge. This led to me getting invited to go out with his service crew on the 1982 Virgo Galaxy. The night before, I had a phone call from John. "Are you still coming tomorrow?" Yes, I said, to which he replied, "Bring your helmet, you're doing it!" and he hung up! He was due to take one of this sponsors, Brian Camden from Browns of Hereford, but he bottled out at the last minute. So that's how we got together. We finished 2nd overall on a very icy event. I recall John saying that he took it easy on the ice, as he still had a standard gearbox and driveshafts and didn't want to risk a breakage. The picture lower left on page 27 is that event. (Picture Credit: Steve Pugh)

That started a part time program in 1982, highlight of which was 6th overall on the Manx International. After that event, John sat me down and outlined his plans to tackle the 1983 Monte Carlo Rally. But he was going to use Hywel Thomas as he had prior experience of the event. I was to oversee the service operation.

The accident at the end of SS13 Burzet destroyed the bodyshell and put Hywel in hospital overnight, due to back pain. John had recently acquired some works front suspension, that used rose-jointed top mounts. The works cars ran a lot of negative camber, but John wanted less camber, so the top rose-joints were wound out about another 30cm, which caused the eventual failure. After the accident he told me

that it was the failure of the rose-joints that pitched him off the road, going into a left-handed bend, within site of the finish line. The story of a bullet being found in the tyre and a shotgun cartridge being found nearby, doesn't add up. Shotguns fire pellets, not bullets. And for that to happen, in darkness on a remote hillside, the shot

had to be fired from the right side of the road. And that side of the road was lower, so it would have been foolish to try that, as the car would come down on that side of the road, risking injury to the shooter! It's a good motorsport anecdote, but it doesn't add up. Also, the story about getting a lift is incorrect. A lad in a Renault 4 offered to take John down the mountain to Aubanas (where Hywel was in hospital). He got carried away and rolled the car on a hairpin, and John sustained a black eye, having escaped unscathed from his crash in the R5 Turbo. He left the lad and the remains of his car and walked back to the wrecked Renault. We (the service crew) eventually found him around 12 hours after the accident. No mobile phones in those days, so we had to retrace the rally route until we found him.

After the event, we all returned to the UK. It was obvious that the car was beyond repair. John and I went to Alpine in Dieppe with a trailer to collect a new shell. This was not a competition shell, but a standard off the line item. And again, it was paid for by John. This shell was built up back at Wormbridge, but minus unnecessary items such as sound deadening etc, to save weight. The picture top left p27 is that car. Also, it was me and John on the 1985 Manx International, not the Circuit of Ireland.

1983 was a year of development for the new car, and it was discovered that gravel suspension made the car more driveable, even on tarmac events. We did a few overseas events, notably the Haspengouwrally in Belgium and the Barum Rally in what was then Czechoslovakia.

At the beginning of 1984, the MN Championship was announced, so we planned to do that and the Welsh Tarmac series, both of which John won outright. It was during a trip to Otterburn, we got news of a crashed road car (A27LWU) in a salvage yard near Newcastle. A deal was done on the remains. Another road going shell was obtained, and this was built up to Maxi specification.

I did seven seasons with John, the final Renault 5 Turbo outing was the 1988 Manx International, on which we were best Group B car. We only parted because I had moved to East Anglia to take up a new job.

2026 CLUB EVENTS PROVISIONAL CALENDAR

Event	Date	Venue	External Championships	Organiser
Greenleaves Classic Tour	28 th June	Various	HRCR	Pete Wood
Autotest	July	Much Marcle	AWMMC	TBA
Grass Autotest	August	Alastair Moffat's		TBA
Woodpecker Stages Rally	12 th September	Newtown	TCH Plant Hire Challenge and Micro Challenge; Pirelli Welsh Rally; HRCR Stage Masters; ANWCC Forest Rally	Alan Corns
Corkscrew AutoSOLO/PCA	3 rd October	Defford	CMSG/ASWMC(TBC)	TBA
Navex	16 th October	TBC		Dood Pearce
Revels AutoSOLO/PCT	1 st November	Prescott	ASWMC(TBC)	
Navex	November	TBC		
Tarmac Event	7 th December	TBC		

All Dates Subject to Change

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Keeper or all championship charts Dood Pearce

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