



Founded 1954

The Acorn

April 2010

Sevenoaks & District Motor Club

SDMC Car Trial, March 2010





Sevenoaks and District Motor Club Ltd

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VICE PRESIDENT: Vic Elford



ACORN MAGAZINE April 2010

The Editor, Committee and Club do not necessarily agree with items and opinions expressed within ACORN magazine

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Editorial Ramblings

Apologies for the delay in this Acorn reaching you—technical difficulties [aka a corrupted file] and us being away for the majority of the first two weeks of April meant it's out later than normal as I wasn't around to sort the issues. Apologies again for the delay.

During March, the Micra was out on a 12 Car and a Car Trial amongst other things, and the 7oaks scatter on 1st April. A weekend without any events we fancied [thanks for moving your Car Trial MMKMC...!] saw me spend the day at Wembley where I saw my team, Southampton, win 4-1 in a Cup Final without missing any motorsport. Having only been to "the new" Wembley twice previously for Race of Champions, it was very different with over 73000 football fans there.

The first 7oaks Car Trial of the year saw a healthy entry, and it was good to have a road rally class as well in the Nat B event, which Matt, Chin and I entered. Unfortunately my run of beating Matt didn't continue, but there's always the next event. Christine Balderson was busy "bouncing" for husband David, as well as collection money for Sport Relief. We raised £50, so a huge thanks from her and everybody else involved to those who donated.

I recently had an email from Vic Elford, who "popped across" briefly [just for 24 hours or so] to London for the Motorsport Hall of Fame evening. He's also been busy recently, as he was Grand Marshal at the Rolex 24 Hours of Daytona. With snow predicted shortly, sunny Florida certainly sounds much more appealing!

Andy Elcomb has recently heard from Terry Harrison in Warrington who is wondering if anybody may know of, or the whereabouts, of Stan Coldham. Stan & Vic Elford entered the '57 Scottish Rally in Stan's AC ACECA, with Vic as co-driver, but he then took over the driving. Terry has an ACECA and is trying to trace Stan for more information to try and fill some gaps in AC history. If anybody knows of him, please get in touch with Andy—details on the front page.

There's lots of 7oaks and other local events to choose from over the coming months with the Summer Autotests starting and of course Crystal Palace. Don't forget the AGM too in April at The Bell, Kemsing—see you there.

Chin's Chairman's Chat

Another month has passed. Where does the time go? Our club has been a bit busier during February and March as the season gets going after the snows, although some of the chat on our forum is predicting snow at North Weald.

One job that a few of us have been involved with is the change of venue for our equipment container. It's a new container located in Horton Kirby so much nearer to the M25 and M20 so more of you can get there to help setting up events - yes, that's a hint. The old container has served us well for many years but, as there had been some heavy ironwork 'dumped' on its roof it had finally begun to rot and leak badly. Thanks to all (both!) who helped with the relocation.

Our first Car Trial of the year happened at Stoneacre and I was out in the Corsa and managed to score more points than any other competitor, then someone told me that was not the point! We had 36 entries for the two events (Clubsport and Nat B) and everyone seemed to enjoy themselves. Thanks to the organisers and marshals, fortunately the day dried out despite my fears of sogginess at the beginning.

Our first 12 Car ran in March with Phil Fawcett at the helm. We had a full entry with reserves and I was out with B18MC's Roger McKenzie navigating for me. We had Andy Elcomb/Daren Hall behind us which was a bit daunting but they stayed there most of the evening, much to their dismay as they followed us the wrong way around Under-river and so we both missed a codeboard - Rule 1, never follow another competitor, even if they're the best and especially if they're the worst. In the old days when we had a local Road Rally Championship the top crew often (because they were quick enough to do so), if they couldn't solve the nav would drive all the likely lanes to find the correct route but few could keep up.

Crystal Palace is looming larger on the close horizon and we still need more volunteers so, if you haven't already done so, please contact Phil Fawcett or Chris Scudder. There's so much to do that it sometimes seems overwhelming but the tarmac is laid and things are getting there.

See lots of you at North Weald.

Chin

COMPETITION CALENDAR

<i>DATE</i>	<i>EVENT</i>	<i>ORGANISING CLUB / CONTACT</i>	<i>LOCATION</i>	<i>Status</i>	<i>Open To/ Champ</i>
1st April	Scatter	SDMC: Contact Andy Elcomb, Tel: 01622 884856, andyelcomb@yahoo.com	Start The Bell, Kemsing All on 188	CS	
4th April	Sprint	SDMC: Contact Keith Crocker, Tel: 01732 860099	North Weald, Essex	Nat B	SL
4th April	12 Car Regularity	Blackpalfrey: Contact Andy Gibson, Tel: 01227 792740, andy@blackpalfrey.co.uk	TBA	CS	
9th April	12 Car	CENSUS: Contact Graham Prevett, Tel: 07973 719948, grahamprevett@yahoo.com	TBA	CS	
11th April	Car Trial	MMKMC: Contact John Lloyd, Tel: 01883 653288, lloydridge@aol.com	Stoneacre Farm, nr Otham, 188/800536	CS / Nat B	ASEMC
11th April	12 Car Regularity	Eastbourne MC: Contact Tim Smith, Tel: 01424 222662, ermcontact@aol.com	TBA	CS	
16th April	12 Car	CMC: Contact Bob Blows, Tel: 07712 526830, blows.bob@googlemail.com	Start The White Horse, MR166/363185, all on 166	CS	
18th April	Sprint	B19 MC: Contact John Sharp, jmsharpb19@hotmail.co.uk	Honington	Nat B	SL
24th April	Sprint	TWMC: Contact D and Pam Gardiner, pam@davegardner@btinternet.com	Wiscombe	Nat B	SL
25th April	Gymkhana	CMC: Contact Tony Michael, Tel: 01245 466994, arm@chelmsfordmc.co.uk	Honington	CS	
2nd May	12 Car Regularity Run	Blackpalfrey: Contact Andy Gibson, Tel: 01227 792740, andy@blackpalfrey.co.uk	TBA	CS	
6th May	Autotest	SDMC: Contact Stacey Thompson, Tel: 0208 3002609, stacey1965@hotmail.com	Farningham	CS	
20th May	Autotest	SDMC: Contact Stacey Thompson, Tel: 0208 3002609, stacey1965@hotmail.com	Farningham	CS	
30th May	Sprint	SDMC: For entries contact Karen Webber, Tel: 01732 875091, kes.web1@tesco.net. For spectator / marshal info etc please see http://www.motorsportatthepalace.co.uk	Crystal Palace	Nat B	
31st May	Sprint	SDMC: For entries contact Karen Webber, Tel: 01732 875091, kes.web1@tesco.net. For spectator / marshal info etc please see http://www.motorsportatthepalace.co.uk	Crystal Palace	Nat B	

For further information contact :-

Competition Secretary: Ian Crocker 01892 546006 email: ian@seight.com

Speed League contact : David Balderson, 01689 601661 email: balderson@ntlworld.com

Club Social Calendar What's on in 2010?

(Contact Rosemary or Nigel Mead, Tel.No: 01892 832420).

WEDNESDAY 21ST APRIL 2010
S&DMC ANNUAL GENERAL MEETING.
At The Bell, Kemsing, at 8:30pm.

WEDNESDAY 19TH MAY 2010
QUIZ NIGHT

Come and test your knowledge on motorsport - and your general knowledge too !! At The Bell, Kemsing. Start time 8:30pm (Please contact Rosemary or Nigel if you will be purchasing food).

WEDNESDAY 16TH JUNE 2010
NOGGIN AND NATTER

At The Bell, Kemsing. New to the club? Wish to meet other members? Then come along for a chat over a beer and a bite to eat. (Please contact Rosemary or Nigel if you will be purchasing food).



Dear All,

As you may be aware, we have recently undertaken a refresh of the MSA's corporate identity to reflect a more contemporary and dynamic governing body, in keeping with the activities of the modern MSA in the regulation, administration and development of UK motor sport.

I wanted to advise you that we will shortly be rolling out the new logo as appropriate, so it will start to be seen throughout the sport. However, we are not changing everything overnight; only as and when required, once existing stocks have been run down. I would like to make it clear that we are not expecting officials, marshals and clubs to rush out and replace clothing, stationery and other items. Indeed, we have ensured that the design of the new logo ensures that it can appear comfortably alongside the previous version.

If you have any questions about any of the MSA's logos or their application, please contact Miles Booker, Head of Customer Services at Motor Sports House.

Kind regards

Colin
Colin Hilton
Chief Executive and Director of MSA

Copy date for the **May** issue will be **18th April**. Anything submitted after this date will not be included. You can email copy to suze_endean@yahoo.co.uk. I will also accept copy on CD roms, memory sticks etc or by post [typed or handwritten].

Acorn on Tour

Tony and Valerie Short stayed at Hadlow Manor after the SDMC Awards Dinner and Dance. Here's Tony Short "the morning after the night before" in the snow with his Acorn.



Gamblers Anonymous

So that's what Pig Racing is all about! A motley selection of hardened gamblers assembled at the Bell to indulge in this noble sport (if horse racing is the sport of kings then.....) all drawn there by our Social Secretaries Rosemary and Nigel Mead. Nigel had demonstrated his considerable joinery skills by making the 'race track.' And they have bought the Pigs - so we now have our very own Pig Racing set.



They had worked out a method of betting with the name of each Pig being rotated between the actual Pigs to ensure fair play. The payout maths needs a bit of tweaking as the 'bank' was losing all night! Fortunately we were only using plastic chips and printed notes so the only money that changed hands was the purchasing of the chips to play with, that money going towards the cost of the 'kit'.

Rosemary kept the scores and dealt with the betting, I seemed to have found a foolproof system for losing my chips - but only slowly.

Everyone had a lot of fun and the winner - i.e. the person with the most first places in the ten races run was Shelly Albrow closely followed by Jason Andrews - well done (what numbers do they do on the Lottery?)



Chin

Bent Con Rod

Whilst competing in the 'first' round of the ASEMC Car Trial Championship, which was also a BTRDA and MSA round in the trusty Fiat Panda complete with 1000cc of snarling power at the weekend, the differential unfortunately parted company with its components and came through the front of the gearbox! Wow, what an explosion!

For some reason, the car suddenly stopped rather abruptly and large pieces of metal were seen smouldering on the grass in a pool of fresh gearbox oil (only put in two days before). That isn't all however, for on the same hill (when nephew David was driving) I was bouncing so hard, (and the panda was airborne), my head hit the top of the windscreen and broke the screen big time! Honest. So, a really good day out in sunny Dorset then! As we had completed more than three quarters of the event, we could be classified as finishers, so I still collected one MSA point! Had we carried on I would have been third and David 4th. Our best MSA result.

Still there you go and you have to laugh! The car is still in Dorset. It struck me however, that I may have actually set a club record for the Bent Con-Rod as the competition year has only just begun!

Anyway, I'm reporting my failure as required. Let's hope some other club members can beat that! They've got another 9 months to do it!

Chris Judge

Four events and weekends.....

It has been a hectic start to the New Year, with January & February full of lots of events.

Weekend 1 - The Carpetbagger - 23rd / 24th January 2010

Billed as one of the toughest, longest and best road rallies in Britain I was keen to return to the Devon lanes for another go at the challenge of the 'Bagger.' Kevin Ablitt was signed up for duties on the maps, and the weeks before the event were spent getting both my rally car (Enduro/Stage Spec Rover 214) and Suze's Enduro Spec Micra ready for the event. Suze would also be out on the event driving with Andy Elcomb on the maps.



We got to the start fine, and through noise and scrutineering fine, even if the scrutineer asked lots of questions about the intercom in the car. We had no headsets so couldn't see the issue, it's just in there for the stage events. Talking of seeing, this was going to be an issue as due to a lack of time, the spotlights weren't working very well so we opted to run without them and just use the headlights, not such a good start...

On to the start, and after consuming an excellent plate of ham, egg and chips, there was the usual waiting around and rally banter. The event got started for us around 11.30pm. The first few sections went well and we were getting settled in, although we did book in early at one control. But just after IRTC 6 it went down-

hill or more like downfield. We took the option to go for the open gate and field rather than trying to make the downhill open K left, which we approached with a bit too much speed.... Luckily no damage done, but we got stuck getting out of the field. A quick call to a local recovery crew who had just recovered someone else from the same spot and we were away again. But we had lost a shed load of time which meant cutting and lots of time penalties. The rest of the night was unevenful apart from a puncture costing us more time, and more cutting. Finally the last third it seemed to come together with Kevin feeling better (mal de nav had set in early on in the event) and I was getting a better feel from the snow tyres we were using, and we managed to set a quite few decent times. Then to the finish, breakfast and results. We were amazed at the number of retirements (34 out of 60 crews), so were pleased with a 21st overall bettering my other result of 36th overall on the Bagger. Suze and Andy had a very good night, coming in 18th overall. I must have prepped that Micra too well.....

Weekend 2 - CMC 12 Car - 29th January 2010

A quick check over the car and then less than a week later it was on to a Chelmsford MC 12 Car. Suze was on the maps for her third time navving, and a local start / finish venue meant it should be a good night for us. The event proved tricky all night long with a lot of the route very flooded and to add to that, most of that water was solid.... solid ice. This time the snow tyres worked and apart from a few lairy sideways moments, we got round fail free and just dropped three mins. We knew it should have been a good result, but the usual waiting around at the finish seemed to take forever... But as they read through the results it was all in our favour. We WON! This was Suze's first 12 car victory on the maps and only my second behind the wheel.

Weekend 3 - Goodwood Stages - 6th February 2010

A quick wash and check over again for the Rover rally car, and it was off to Goodwood. I met Suze at work on the Friday and we drove down to stay nearby for once, to avoid the silly o'clock start stage rallying usually involves. Note we were once again the only crew to not be trailering to and from a stage event, are we the only ones left.... ????

After a [still for a Saturday] early start we headed for Goodwood and got set-up. It was great to use the pit-stalls to service under. It meant no worries about getting wet, although it was very cold and raining a bit. Scrutineering and noise was passed, with the noise crew wanting more noise.... so I put the radio on!

On to the first stage and having never driven around Goodwood, on cold slicks the nerves set in for both of us

and none of this was helped by me spinning on the first corner of the event!!!! We were very lucky as on the outside of Madgwick there is a strip of tarmac which stopped us going backwards into the tyre wall at a very high speed. This certainly got the pulse rate up and the rest of the stage was spent learning where there was grip and wasn't grip! The next few stages were ok, but still very slippery as the rain stayed with us. A few delays caused by others falling off meant that stage 4 was cancelled, but the extra time and lunch allowed us to catch up with friends and competitors. As this was a free event to spectate there were lots of people watching us. Luckily over lunch the sun came out and dried most of the track. This gave us back the confidence to push on in the afternoon, and it was commented that my driving looked neat on the odd occasion! Then it was down to the last two stages which at 2.4 miles each were short and sweet. We had been battling in class with a Ford Ka (challenge spec) so lighter and quicker than us in theory. We knew we couldn't take the class win as the ex. Works Micra Kit Car was miles in front of us even after his brillo pads fell out of his exhaust which had helped him pass noise.....

We checked the results before the last two stages and we were two seconds behind the Ka. Keen to get ahead of them and not a lot of time or mileage to do this, we had set ourselves a challenge. A bit of thinking on my part, a LOT of encouragement on Suze's part and removing every bit of extra stuff that we didn't need in the car and we did it. In 4.8 miles (total of both stages) we took 16 seconds out of the Ka and set times quicker than a Porsche 911, not bad for an essentially standard Rover 214 which has now done 113k miles! We were both very pleased to have a) taken 2nd in class and b) taken so much time out of the Ka. I just wish I wish I had got into the 'zone' sooner!

Weekend 4 - B19 Car Trial - 14th February 2010

Firstly I still can't get used to calling them just Car Trials, PCTs make a lot more sense to my little brain!

So on to the fourth event in as many weekends. Prep for this included checking over the Micra, and fitting non M&S tyres, in fact the ones on the front were given to us by Tony Michael from a scrap Civic he had. So thanks to Tony for those J

The snow in the lead up to the event didn't really make me think about the trial until we hit Kent, where as soon as we crossed the Thames we could see snow. We got to the Chapman's Hill fields and there was a fine covering of snow. However this snow soon melted and of course this made the field very very wet or should I say very very MUDDY. The whole day was spent struggling to even get to the start of some of the hills, which meant that there were some very high scores set by everyone. The Micra performed very well, and didn't miss a beat all day. However after a shortened afternoon the scores showed that I had once again been beaten by the Wife, although this time only by one point. I took 6th in class and Suze was 4th in class and took the Best Lady award.



It doesn't stop there, we are off doing another CMC 12 car on Friday night (after I'm writing this) and then the following weekend it is the first of CMC's Gymkhanas. So another couple of events for the Rover.....

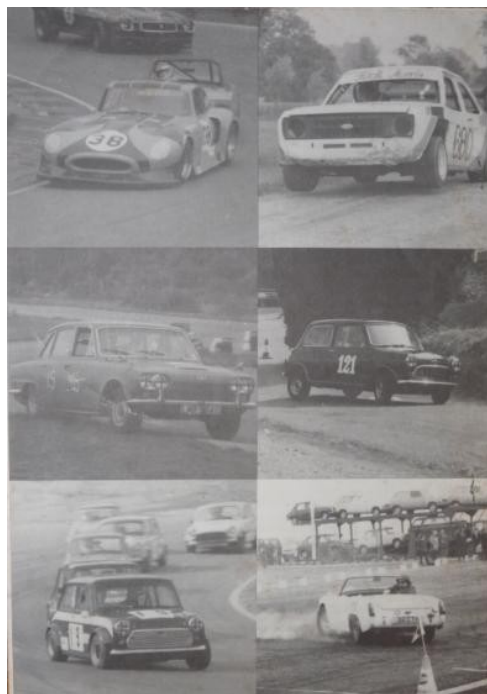
Thanks go to Suze, Kevin and all the event organisers and marshals on all the events J

Hope to see you out there somewhere!

Matt Endean

Acorn—November 1985

This was very kindly sent to me recently by Derek Sutton. It's interesting to see some of the names, quite a few whom are still active today.



THE ACORN		November 1985
The Official Organ of the SEVENOAKS AND DISTRICT MOTOR CLUB (limited by guarantee)		
CLUB VENUE	:	The Wheeloak, Tennis every Wednesday
CLUB PRESIDENT	:	Jack Kinsley
VICE PRESIDENTS	:	David Selig-Morris Vic Hford Graham White
CHAIRMAN	:	John Syms, 66, Woodside Avenue, Chislehurst, Kent, 01-467 6664
SECRETARY	:	Gill H. Child, 4, Hill Close, Chislehurst, Kent. 01-467 2710
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Speed Secretary	Mick Edwards Orpington 22912	7, Gilmans Road, Orpington, Kent.
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The Club's Entrants Licence No. is 11-97 Please use it!		

My Motorsport Life [well what I can remember!]

Suze commented on a story I told her the other day (how to get a crash helmet through scrutineering) and said that I had a lot of tales. It is not the first time it's been commented on, as friends used to number them, and take the piss.... Anyway I though maybe I should try to put a brief, and probably not very accurate, life story on paper to bore you all.

As some know I went to boarding school, and was always interested in anything with an engine, so when I found they had a car club I was in there quick. Kevin Haselden and Dick Slaughter were also members of this 'elite' group. We didn't have a car however... so from I know not where a 1930's straight 6 Chrysler [very Elliot Ness] was found. It wouldn't start on the [foot operated] electric starter, but with a lot of effort [I was probably 13] we could crank it into life, and for us it was flaming quick, we used to tear up and down the track at the side of the playing fields, and around the tarmac by the science block... TQ 81359 49548 is the chicane through the hedge, which in the wet could be tricky, but fortunately most other boys were aware of our antics. My dad rebuilt the starter and it worked a treat by the way.

One summer holiday the school caretaker [who didn't like us] towed the Chrysler and dumped it. It would be worth a fortune now, but so another vehicle was needed. One of the lad's Dads [Fletcher] had a building business, which had a very rusty Austin A60 pickup they had retired. It was a 2.6 litre 4 pot I think, amazing torque, and very lively with a light rear end. Unfortunately we did such a good job of fettling he took it back and put it to work.... So the car club was carless again.

Kevin's dad came up with a Morris 8 side valve GPO van with a cracked block and that was when we first learnt about radweld. [Crocker is right it is pretty good stuff]. I cannot remember where that went, I do remember it had no power, but could be kept sideways forever on wet grass. A couple of us also got involved with the lighting, fort stage productions, which was a splendid wheeze as you didn't have to suffer a whole performance but could sit in the lighting gallery with a bottle [drinking was of course not allowed]. When parents came to a play or whenever we could get up to other games [my Dad had a Vitesse at the time] and I got the keys, we could 'go play' while the play was on. It was very nearly a disaster as I was going far to quick across a wet playing field, and only saved it when I hit the tarmac on full lock understeer... tracking was never the same after that.

Part of the lighting gang work was moving scenery around, which of course meant we had to borrow the tractor [grey TVO Fergi] and trailer used by the groundsmen. One Sunday I thought I could get up a flight of steps with this. I failed and got in a right mucking fuddle, extricating myself with the steering brakes, which was fine on wet tarmac, but the next morning the 'Quad' had a large black line. Fortunately we used to nip off to the pub the boss groundsman drank in, and so a couple of pints of Fremilns 3 star prevented too much trouble.

The school had a CCF [combined cadet force] where we all played soldiers, including days at Mereworth where we were allowed blanks for the .303s [a blank fired very close in a 'nissen hut' is a bit loud.. but off topic so...] Someone decided the CCF was not complete without a "motor transport section" so a couple of BSA Bantams were obtained, neither of which ran. Now we for some reason were not involved, and after two terms of not getting them to run, they were sold "to the highest bidder." Kevin got the 125 for 33 [he always was tight] and I got the 175 for a fiver. Within 30 minutes we had the 175 going, the 125 took a bit longer and never ran well. So I was now into motorbikes, a quick learning curve and a few crashes and I had that cracked... well sort of anyway. After a few weeks I was getting very brave, this culminated in me arriving far too fast into the tarmac 90 right approaching the science block - foot peg firmly on the deck, and rapidly running out of road. "This is going to hurt" went through my mind, but I hung on, and kept all 175cc pumping hard. Net result was a front tyre mark some three feet up the science block wall, and me still in one piece, and an official warning from the headmaster whose house was only about 100 yards away. We were asked to take the bikes home at the end of term - mean! It did result in the neighbours at 504 Maidstone Road suffering motorbike noise; one Scot came to complain as I hit the gate, stopping problems again. We used to all have a go, I once watered the top corner when my mate Simon LeGrys was not looking, he ended up in a pile... I also hit the fence at the end of the garden, when the rear brake rod broke, and the 'gearlever' [a pair of mole grips] came off, it shortened the bike by an inch or two and hurt....

Our reputation as 'fixers' was growing, and a young science master bought a Heinkel [I think] bubble car which wouldn't go, so Chris Oswald Jones and I got the job of sorting it. Well that was no problem, we gave it a bit of a test, and all was fine until I missed a gear. There was a big bang, and I hit the brakes - Chris thought he was getting out and went for the door handle of the forward facing door, he exited very quickly, and ended up in a heap on the track! The master was very good about it and the engine became a science class project.

We also had a very strange German master [with a glass eye] who spent his holidays working on the roads in Germany to practice his accent - he would [even apparently] telephone Germans to ask if they knew which province he came from! He was also very fit, but had a scooter and sidecar, which wouldn't tick over, so Simon LeGrys and I volunteered to fix it. We thought it would not be too tricky, and by this time I had a provisional bike licence, so we deemed we could 'road' test it, while the master was taking a games afternoon. All was well until I tried to turn left, with Simon on the pillion, a right was deemed safer... [I don't remember crash helmets being worn] so Simon got in the sidecar, only slightly safer [for me]. As we shouldn't have been on the road, the next day we convinced the silly man that a further test was needed around the school quadrangle. All was going well, we all had a go, and then Chris OJ decided that while Simon LeG was driving it would be fun to jump up and down in the sidecar, but it was just as they crossed a gully, the resulting moment was only just saved and a halt was called to the 'testing.'



Steve Stringer and Howard West pictured in their Volkswagens 1966. The couple have been seeded number three in this weekend's major event, the Griffin Rally.

I left school [without a lot of O Levels, playing cricket in the nets and other things having detracted from revision] a few weeks before my 17th birthday which meant a few driving lessons [and a big bollocking from the BSM instructor] and taking my test in Dad's Vitesse. Surprisingly I was then let loose on the highway, and could nip back to school at the weekend and take my more studious mates down the pub. In the summer before I left school, Dad and I had gone to Detling to watch a Players No6 autocross organised by MMKMC, in the back of the program was a membership form, so I joined...

My Vitesse and Heralds had a 25 ft turning circle, it was for oppo lock with the swinging arm suspension and cross ply tyres]. Full oppo flat in 3rd improves the concentration. So I now had a job, [paying a bit under £5 a week] and could afford a car or insurance but not both. A deal was done, and I found a £100 mini pickup, Dad would pay to insure it, my Gran said I should have a new one and she would pay so I became the proud owner of KKR 187E beige 848cc Mini Pick up. I immediately entered an MMKMC grass autotest in a very smooth field at Stylebridge. A certain Jack Henley, who used one of his farm mini Pickups to such good effect the following year there was a mini pick up class, soundly thrashed me... Jack as some know was a very good driver in his day and did well on road rallies in a Boreham built RS16000. I never did beat him in a pickup, it was three years and a change to a Beetle before I did.

By about the late June of '67 Dad had got fed up with me nicking his car and wearing the tyres out [I had found out

Over the next three years I did all the grass events I could, a load of PCTs and anything else. I also marshalled on various events, including the Grasshopper which was a road and stage event over Saturday night and Sunday, with such famous locals as Doug Harris in a Stuttgart built 911. The noise of that on Romney Marsh was awesome, and no doubt hastened the death of Road Rallying! During this time I had stayed friendly with the school crowd, and Simon LG's parents ran the Pipemakers Arms in Rye. It was therefore natural that we would all go down at the weekend in the summer, with beaches close by. Sometimes we would meet there, and go in separate vehicles, or maybe borrow Kevin's dad's Zodiac Mk4. That could get 8 or 9 in easy, but also like the Vitesse had swing arm suspension, not helped by Bert's Haulage contractor addiction to Michelin Xs which are without doubt the most unpredictable tyre ever made. No PAS and 4.5 turns lock to lock resulted in a few lurid moments, one being uphill [fortunately] on the old Bluebell in the wet - I had run out of lock when it decided to come back, and I think we were 6 up!! [Auto of course].

Three weeks running I managed to put the pickup in the same hedge at Brede, it was before the 40 limit and the approach is a sequence of very quick corners into an almost 90 left, I arrived too quick and just came to rest in the hedge. The last time was in front of a single decker bus, with the driver sitting there shaking his head. After that I stored the spot more accurately. That pickup spent a bit of time in hedges all over Kent and Sussex, Kevin had a 1600E Cortina and if we went out I had to drive the wheels off it to stay with him but I could turn off the A2 at the Tollgate at 75mph from the outside lane and make it into the carpark. The pickup got smacked from behind at the Blue Door after a Tunbridge Wells CC autotest, and was then changed to dark blue. In 1970 I retired it [well actually part exed it] for a Dark Blue VW Beetle 1500 [Gran helped again] TKP 110H that I used that to good effect on grass autotests and finally beat Jack Henley, and got a few FTDs.

This led to some tarmac stuff, and then a few Road Rallies [first one in 1971]. After a couple of scares I put a rear roll hoop in, and 'oh look it complies with stage rally regs' so a few of those were done. Adrian Scroop and I got fairly good, and got few results, Chris Daisy offered a bit of sponsorship from his Drive In Silencers operation which also meant we got 'invited' to service for him. That was in the days when rallies went on for

days, and the service crew needed a navigator, so Peter Singleton joined me in an Avenger Estate servicing Chris's Group 1 Avenger. We started on the Tour of Britain I think, the one with Roger Clark and Gerry Marshall in Gp 1 RS2000s, fantastic. Clark was busy outpsyching Marshall, including turning his lights out at the Snetterton night race. Marshall thought he had gone off and lifted as Clark nipped past. The TRAC in those days just went on forever, I have never been so tired, Peter was diabetic and had to inject which caused a bit of consternation at 6 am in a Yorkshire village. The old boy walking his dog was gaping, no doubt he was down the pub that night "eee thay am all on drugs yer know.. I saw em ...". Roger Bateman used to co-drive Chris, he was renowned for the back of his crash helmet being visible in photos - he didn't like to see what they were going to hit!! On the Scottish we got a mention in C&CC for changing the steering rack after the last stage, we were the only Avenger still running, so we had the works guys helping as well... [everyone ran a quick unhomologated rack]. The party in Aviemore was mind blowing, the Scottish and Newcastle rep was getting in his car to drive home without one shoe and shirt, a taxi driver picked a fight at the chippy, and the bloke's girlfriend laid the taxi driver out... Peter had vanished [as he often did] with an ugly bird [they are grateful was his theory]. Chris and Roger were up a tree with my Bowie knife pinching the finish banner, the car was in such a bad way they went home on the motor rail leaving Peter and I to drive back, and that is a long way with a hangover.

A bit out of chronological order here I think...

I was still autotesting and doing pretty good in ASEMC, so started doing a few BTRDA events that were close to home whilst still doing PCTs and Stage and Road Rallies. The local motorclubs were running 12 cars with an interclub team award, this was between MMKMC, Sittingbourne, Sheppey, and Rainham I think. On one occasion John Jenson organised one with the whole route as pace notes, clocks were screwed as needed. ohn even got Bob de Jong from Holland out in a 1275GT [Bob apparently said "John are you sure this is legal"]. I seem to remember there was some problem later about comp licences with regard to Bob doing UK events. In those days the Beetle would maybe do a Road Rally on Saturday night, a PCT on Sunday, and take me to work [in Lewisham] on Monday. I can only remember one occasion when it didn't manage to get to work which was after a 12 Car that finished at the Tudor Rose in Collier Street. I hit a telegraph pole on the way home but it still drove back. Mum greeted me as a dove in the drive with "I heard you coming what did you hit?"

About this time I changed job and got a company car, so the Beetle was upgraded to a 1303S and was my 'competition car' with every day transport being a 1300 escort estate. With work all over the country, evening autotests were a bit tricky, but at last we had a service vehicle don't tell Tilbury Construction] and for a big event I could scrounge a Tilbury Cortina Estate. My Escort was the fastest on the fleet mainly because it was before speed cameras and I thrashed it mercilessly, flat out from Heston Services to the Severn Bridge was normal, leaving Kent in time to get to Neath for a 9am start before the M25, and after a weekend of motorsport. I have to admit I got pretty good at autotests, and by 1975 I had decided that I couldn't afford to go higher in stage rallies so BTRDA autotests were the way, and so I started looking at sports cars. The regs at the time had a wheelbase split, and the Lotus 7 was in the large saloon and sports car class [with MGBs and escorts]. They had been tried and no one had made it work, but it seemed to me that it should so I started a search. This fond DLC991J, a 1971 series 4, with a fairly high mileage and a slipping clutch, was £650, and good one was about £1100. I picked it up on a Thursday, changed the clutch on Saturday, drove to Eastbourne o Sunday and won the class!! It was one of the coldest mornings I can remember, the screen on the 7 kept freezing up, I had to scrape it with a credit card and on the Pevensey levels I came across Trevor Smith and Dennis Beare stopped. Dennis was towing and thought he had a puncture but after he fell over on the ice he decided it wasn't!



I then had a couple of weeks to get the handbrake working half decent and put an LSD in before the next round, that made the class too easy!! But the plan was good, a year in an easy class, and by the end of the year I was getting the odd FTD. I had also met Flip so the next year it was a serious assault on the championship from both of us. Some events she used Mike Elmer's Cannon Special [the most difficult thing I have ever tried] and otherwise we shared the 7 which we drove to every event. One famous occasion we left Ipswich at 6 pm after Flip had had to show her mum's dog in a show and then drove to Anglesey, did the event on Sunday drove back to Flip's near Diss and then I drove to work on Monday!! There was no way to sleep in a Lotus 7!!

To be continued....

18th February 2010—Scatter Rally—Results

Position	Driver	Navigator	Points
1	Andy Elcomb	Darren Hall	280
2	Suze Endean	Kevin Ablitt	230
3	Martin Goodhew	Chris Winter	160
4	Nick Powter	Willie Williams	155 (170 - 15)
5	David Balderson	Chris Scudder	150
6	Mick Sullivan	Sue Morton	140
7	Robert Sharpe	Brian Sharpe	120
8	Chin	Chin	100
9	Paul Wickes	Lizzy Wickes	95 (110 - 15 back 1 min earlier)
10	James Birch	Chris Morton	95 (115-20)
11	Tim Loftus	Johnathan Loftus	70
12	Matt Rigby	Sean Moriarty	OTL (105)

Sevenoaks & District Motor Club Speed League 2010 - Regulations

- 1.1 Sevenoaks Speed League 2010 is organised and administered by the Sevenoaks & District Motor Club Ltd. in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (Incorporating the provision of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. CHS2010/016 Championship Grade C

Officials

Championship Co-ordinator is Christine Balderson 17 Glentrammon Close Orpington Kent BR6 6DL
Tel: 01689601661 e-mail: balderson@ntlworld.com

1.2.2 Eligibility Scrutineer is Mike Betts 52 New Road London E4 8ET 0208 529 8294 mike-betts@btinternet.com

1.2.3 Championship Stewards are: Steve Pattinson ,Iain Gibson , Colin Billings .

1.2.4 Championship Scorer & Registrar is Russell Giddings 45 Castle Drive Kemsing Kent TN15 6RW
Tel: 01959524837 mobile 07739178413 e-mail russ@jimgiddingsfurniture.com

Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of Sevenoaks & District Motor Club and in possession of valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Sevenoaks & District Motor Club, be registered for the Championship and in possession of a valid 2010 MSA Competition Licence (minimum Non-race national B)
Members must display at least one Championship sticker on their competing cars In order to recognize our sponsors who are Storguard and Glazewing.

1.4 Registration

In order to score points, members must register with the Championship Registrar. This is free to members. Registration will be allowed on the day of a Championship round but members will only score points from that event onwards.

1.5.1,2,3 Championship Calendar

Date	Event	Type	Club	Contact
4-Apr-10	North Weald	Sprint	Sevenoaks and District Motor Club	Tba
18-Apr-10	Honington	Sprint	Borough 19 Motor Club Ltd	John Sharp
24-Apr-10	Wiscombe Curborough 2	Hill	TWMC	D and Pam Gardiner
1-May-10	Ips	Sprint	BARC (Midlands Centre)	Noreen Ward
2-May-10	Hethel	Sprint	Borough 19 Motor Club Ltd	John Sharp
16-May-10	Bentwaters	Sprint	Borough 19 Motor Club Ltd	John Sharp
12-Jun-10	Abingdon	Sprint	Sutton and Cheam Motor Club	Mr & Mrs B Guess
26-Jun-10	Castle Combe	Sprint	Bristol Motor Club	Louise Hemmings
11-Jul-10	Debden	Sprint	Borough 19 Motor Club Ltd	John Sharp
17-Jul-10	Llandow	Sprint	BARC (Wales Centre)	Anita Williams
18-Jul-10	Lylys-y-fran	Hill	Swansea Motor Club	Robert Allender
1-Aug-10	Goodwood	Sprint	Brighton and Hove MC	Tony Johnstone
7-Aug-10	Pestalozzi	Hill	SEMSEC (Tunbridge Wells Motor Club)	Ken Greenfield
8-Aug-10	Pestalozzi	Hill	SEMSEC (Tunbridge Wells Motor Club)	Ken Greenfield
14-Aug-10	Lydden	Sprint	London Irish	Tba
15-Aug-10	Lydden	Sprint	London Irish	Tba
29-Aug-10	North Weald	Sprint	Sevenoaks and District Motor Club	Tba
11-Sep-10	Brands Hatch	Sprint	SEMSEC (Tunbridge Wells Motor Club)	Ken Greenfield
19-Sep-10	Shelsley Walsh	Hill	Shelsley Walsh Company	Roger Thomas
3-Oct-10	Debden	Sprint	Herts County Auto @Aero Club	Tony Staines
23-Oct-10	Lydden	Sprint	SEMSEC (Rochester Motor Club)	Ken Greenfield

Best 10 scores from 21 rounds to count unless rounds drop to 15 then the Championship Co-coordinator will try to find a suitable replacement in good time. If that is not possible, the championship will be decided on 'Best 9 scores less one for each round lost'. (Thus, best 9 from 15; best 8 from 14, etc.)

1.5.3 Obtaining regulations for Championship rounds is the responsibility of the registered contender and neither the club nor its officials will be held responsible for a competitor's failure to secure an entry. Please note that reserved places are not held open by organisers.

1.6 Scoring

Members can only score points in one car per event. It is up to the member to advise the Championship Scorer which vehicle is to score, (if more than one is entered, before the start of the event.) Points will be awarded based on class position (regardless of class size) as follows:

1st in class 10 points; 2nd 9 points; 3rd 8 points; 4th 7 points; 5th 6 points; 6th 5 points

All other finishers will be awarded 4 points. (To be a finisher, competitor must complete one timed run)

A competitor making FTD will receive 12 points, regardless of class size.

One extra point will be awarded for each class competitor beaten up to a max of 5pts.
[E.g. class of 10 places 1st to 5th will get 5 points, 6th - 4pts, 7th - 3pts, 8th - 2pts, 9th - 1pt, 10th -

0 pts.

Class of 14 places 1st to 9th will get 5pts, 10th - 4pts, 11th - 3pts, 12th - 2pts, 13th - 1pt, 14th - 0pts.
class of 4 1st - 3pts, 2nd - 2pts, 3rd - 1pts, 4th - 0pts,]

(Any driver who starts practice, but fails to complete a timed run, will be considered as a 'competitor beaten' by a finisher. Competitors must advise the Scorer where this occurs; as such cars may be shown as DNS in the results.)

FTD winners will score the extra points against their regular class.

2 points will be awarded to contenders starting practice but not completing a timed run.

In the event of a tie the MSA standard method will be used, as defined in Q3.4. of the MSA 2010 Yearbook.

1.6.3 Appeals arising out of the Championship classification or points must be made in accordance with Section C6.5.1. of the MSA Yearbook 2010.

1.7 Awards

1.7.1 Awards will be presented as follows;

1st Overall-Marketing Machine Trophy+£220

2nd Overall-Trophy+£100

3rd Overall-Trophy+£75

4th Overall-Trophy+£55

5th Overall-Trophy+£45

6th Overall-Trophy

7th Overall-Trophy

8th Overall-Trophy

9th Overall-Trophy

10th Overall-Trophy

Special awards will be made as follows;

a) The Tourist Trophy + £25 to the driver, other than the overall winner, with the highest combined score at Rounds defined as "TT" rounds on the calendar.

b) The Local Trophy + £25 to the driver, Other than the overall winner, with the highest combined score at rounds defined as "LT" rounds on the calendar.

c) The Neil Davison Award + £25 to the highest placed driver competing in Hill climb events other than the overall winner.

d) The Kentish Times Cup + £20 to the highest placed driver of a taxed and insured road car other than the overall winner.

e) The Muller Cup + £20 to the highest placed saloon car driver other than the overall winner.

f) Special award + £20 to the highest placed single seater or sports racing driver other than the overall

winner.

g) Best new comber + £20 to the person the Championship co coordinator believed to have done well during the season.

1.7.2 To qualify for an award, competitors **MUST** marshal or act as an official at ANY Sevenoaks organised event in any discipline this must be an all day event or two half days/evening events equivalent to 1 days work i.e. Rally Events, Autotests, Speed events, PCT's etc any event setups and any other club activity deemed to be equal to that of marshaling. **It is the responsibility of the competitor to inform the Championship Scorer on the relevant form with a club official's signature** when and where this occurs or via Email endorsed by an one of the event organisers. This will be confirmed from event signing on sheets if deemed necessary. Qualifying Period from 1st January 2010 - 31st December 2010.

All awards will be presented at the dinner and dance to be held in 2011 Award winners not collecting their award will forfeit any cash bonus to charity.

2.0 Sporting Regulations Judicial Procedures

2.1 Rounds - in accordance with Section C of the MSA Yearbook 2010.

Championship - in accordance with Section C of the MSA Yearbook 2010

3.0 Technical Regulations

3.1 Eligible Vehicles - are those complying with the Technical and Safety Regulations laid down by the MSA, and with the class requirements of each individual event. Eligibility protests should be made in writing to the Championship Co-coordinator. In the event of a protest the onus is on the competitor to satisfy the organisers of the validity of the protest and not the organisers to prove non-compliance.

3.2 Classes - Competitors will run in Classes as defined in the SR'S for each round.

3.3 Safety Requirements- All cars must comply with the requirements of Section S and K as appropriate to the category of car. in the MSA Yearbook 2010.

All cars must comply with the current MSA Noise Regulations, and any special requirements applicable to a particular venue. Stated in the SR'S of each Round.

WD-40

A lady got up very early one morning and went outside to pick up the Sunday paper; she noticed someone had sprayed red paint all around the sides of the neighbor's brand new beige truck. She went over and woke him up and gave him the bad news. He was, of course, extremely upset. They stood there trying to figure out what could be done about the problem. They decided there wasn't much recourse but to wait until Monday, since nothing was open. Just then another neighbor came out of his house, surveyed the situation and immediately went to get his WD-40 out and cleaned the red paint off with it. Guess What! It cleaned up that paint without harming the original paint on the truck! I'm impressed!!

Water Displacement #40. The product began from a search for A rust preventative solvent and de greaser to protect Missile parts. WD-40 was created in 1953 by three Technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their atlas missile parts. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you...' IT IS MADE FROM FISH OIL' . When you read the 'shower door' part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It is a miracle! Then try it on your stovetop... It is now shinier than it has ever been before.

- 1) Protects silver from tarnishing.
- 2) Removes road tar and grime from cars.
- 3) Cleans and lubricates guitar strings.
- 4) Gives floors that `just-waxed` sheen without making it slippery.
- 5) Keeps flies off cows.
- 6) Restores and cleans chalkboards.
- 7) Removes lipstick stains.
- 8) Loosens stubborn zippers.
- 9) Untangles jewelry chains.
- 10) Removes stains from stainless steel sinks.
- 11) Removes dirt and grime from the barbecue grill.
- 12) Keeps ceramic/terra cotta garden pots from oxidizing.
- 13) Removes tomato stains from clothing.
- 14) Keeps glass shower doors free of water spots.
- 15) Camouflages scratches in ceramic and marble floors.
- 16) Keeps scissors working smoothly.
- 17) Lubricates noisy door hinges on vehicles and doors in homes
- 18) It removes black scuff marks from the kitchen floor! Open some windows if you have a lot of marks.
- 19) Bug guts will eat away the finish on your car. Removed quickly, with WD-40!
- 20) Gives a children's play gym slide a shine for a super fast slide.
- 21) Lubricates gear shift on lawn mowers.
- 22) Rids kids rocking chairs and swings of squeaky noises.
- 23) Lubricates tracks in sticking home windows and makes them easier to open.
- 24) Spraying an umbrella stem makes it easier to open and close.
- 25) Restores and cleans padded leather dashboards in vehicles, well as vinyl bumpers.
- 26) Restores and cleans roof racks on vehicles.
- 27) Lubricates and stops squeaks in electric fans.
- 28) Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
- 29) Lubricates fan belts on washers and dryers and keeps them running smoothly.
- 30) Keeps rust from forming on saws and saw blades, and other tools.

It also has many other uses. Keep a can of WD-40 in your kitchen cabinet. It is good for oven burns or any other type of burn. It takes the burned feeling away and heals with NO scarring.

Remember, the basic ingredient is FISH OIL

Issued 12 March 2010 allan.dean-lewis@msauk.org

New committee Chairman

Ian Watson has been appointed as Chairman of the MSA Race Committee and will sit on the Motor Sports Council. Ian has been involved in motor sport since 1977, when he was introduced to marshalling. He is currently an active International Race Clerk of Course both at home and abroad and has been based with the British Automobile Racing Club at its Thruxton headquarters as Business Development Manager for the last decade. Ian is also a member of the Race Championship Control Panel and the Volunteer Officials Advisory Panel. Last year he led a successful British delegation to the first Formula 1 Abu Dhabi Grand Prix, where he was responsible for 351 marshals. After the first Race Committee meeting of 2010, Ian said: "I am delighted to take on this role for the MSA and look forward to building upon the good work done by the Race Committee."

More school visits

The MSA has increased its Go Motorsport school visits programme for 2010 with the recruitment of two more Regional Development Officers. When the scheme was launched in 2009 months ago, eight part-time RDOs were appointed to make presentations in schools throughout the UK. This number has now been increased to ten with the appointment of Richard Egger to cover eastern England and Alistair Dodd the north of Wales. Each boasts a wealth of motor sport experience - Egger is renowned both as a competitor and insurance broker while Dodd is one of the people responsible for setting up the flourishing Junior 1000 Rally series.

Frozen extinguishers?

John Symes, MSA Technical Director, writes: We had a report recently of a fire extinguisher which, in the very cold weather, failed to operate - seemingly as a result of the contents being frozen. AFFF extinguishers contain water with a foaming agent and it is normal practice for them to be dosed with anti-freeze to prevent the contents solidifying. Nevertheless, make sure that extinguishers are stowed away in some sort of reasonable facility rather than being left exposed to the elements.

Carbon offsetting

Steve Boyle, Chairman of Witney Motor Club, says the club has planted 30 more trees in phase two of its project to offset the club's carbon footprint. Six ash, seven silver birch, five crab apple, five alder and seven cherry trees have been planted on rally driver Jimmy Miligan's land - where the club holds its annual autocross event. Members of the motor club donated some while others were purchased from Nicholsons in North Aston from cash donations received.

STOP PRESS - MSA ANNOUNCES A REFRESHED LOGO

The MSA has recently undertaken a refreshment of its corporate identity to reflect a more contemporary and dynamic image, in keeping with the activities of the modern MSA as a national governing body, whether in the regulation, administration or development of UK motor sport. As a result, the MSA will be shortly rolling out a revised logo, which will progressively start to appear throughout the sport - nothing will change overnight, and change will be introduced only as and when required, as existing stocks of branded materials expire. The MSA is equally not expecting officials, marshals and clubs to rush out and replace clothing, stationery and other branded items until these need replacement. Indeed, the design of the new logo ensures that it can appear comfortably alongside the previous version. If you have any questions about any of the MSA's logos or their application, please contact Miles Booker, Head of Customer Services at Motor Sports House.

Volunteers needed

Up to 70,000 volunteers will be needed for the London 2012 Olympic Games and Paralympic Games. If you are interested go to www.london2012.com and click on Get involved now and then Volunteering.

Blue Book on website

The 2010 MSA Competitors' and Officials' Yearbook (aka the Blue Book) can be downloaded from the MSA website. Other publications which can be downloaded include the 2010 Kart Race Yearbook, the Motor Club Manual, Motorsports Now! - the MSA magazine sent to competition licence holders and officials - and back issues of e-Wheels (in Word and pdf formats). Go to www.msauk.org > Clubs > Publications.



Maybe this is where Chin went wrong? You're not supposed to stop and read part way up the hill.....

Not sure turning in mid air will work, but guess it's worth a go!



*Chris Scudder and Andy Elcomb
having won the CDMC March Hare
12 Car*