

APRIL 2011



BASIL ELKINGTON
STONEACRE TRIAL

The Acorn



Sevenoaks and District Motor Club Ltd
PRESIDENT: John Symes VICE PRESIDENT Vic Elford

Acorn Magazine
April 2011

The Editor, Committee and Club do not necessarily agree with items and opinions expressed within
Acorn magazine.
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Welcome to April's Chairman's Chat.

I hope that you have now all received the March Acorn, complete with the 2011 Yearbook which gives details of the various championships and awards that 7Oaks offers. If you are reading the Acorn online, hopefully you will have received a Yearbook electronically and we will get it up on the club website too. For those that couldn't come to the Awards Night recently, the middle pages show the impressive array of trophies that were won. Anyway, as I write this, having succumbed to Sue's timely reminder, there's a very busy week coming up.

This coming Sunday, 20th March, will see many of you out mud-plugging at our Basil Elkington Trial at Stoneacre, Bearsted – I'll be there too in scrutineer / general marshal mode. Hopefully it will go well and Friday's rain drains quickly. However some others will be playing at Chelmsford's Gymkhana north of the Thames. I also thought about going to compete at Farnborough's AutoSolo that same day until I realised I was already booked for Stoneacre, wonder if any 7Oaks will be going along there?

That same day, Chin, Sue Jessop & I will be heading south directly after the Trial to compete on Eastbourne's 12-car rally – with luck most of the field mud will have fallen off by the time we get to

Hailsham for the start.

The next Thursday will be Maidstone's Scatter rally and then the following Thursday, the 31st, will be the last of the season's scatter rallies and it's a 7Oaks production again. Then on 3rd April we will be sprinting at North Weald.

Ok, you may say "What's the point of telling us all this, when by the time it's read the events have been and gone?" The simple answer is that you should already have known about all of these events. They may not have all been publicised in the Acorn, but they are all on the club website somewhere – usually with specific information on the Fast Talk forum. If you don't want to you don't have to join in the banter that sometimes occurs, but the events that are coming up in the next month or so are listed so why not use this facility a little more? It's a great place to ask questions if there is anything you aren't sure about or indeed you might want to sell some of those bits & pieces that are getting in the way in the garage. No fees here, you know!

So, the evenings are getting lighter, the rally people are starting to hibernate or to change their spots into summer mode and it's nearly autotest time. Even North Weald may not seem quite so bleak in a couple of months (but don't hold your breath..).

BUT, very soon it's the BIG ONE! Yes, Crystal Palace on 29th-30th May beckons and I would ask everyone who can to do something towards our flagship event. It was great last year, but we would like this to be even better and that will need lots of help.

The club AGM will be held at The Bell, Kemsing on 20th April – how about coming along to show your support and maybe put your name down to help out at Crystal Palace (or elsewhere) in some way. There will be LOTS of tyres that will need strapping up the week or so before the event – you can earn vital championship qualifying points by helping there and it won't stop you competing either... If you can't come to the AGM it doesn't matter – just let me, or any of the committee, know that you are prepared to help and we'll sort something out for you.

Andy Elcomb

Rally School

We run a Rally School each month on the second Wednesday to which all are welcome (members or not) where we give an insight into the black arts of Navigational Scatters, 12-cars, 2020s and Navigational Rallies.

Location: The Bell, Kemsing 188/555587
Time: 8.00pm
What you need: OS Landranger Map 188
2B or 3B pencil
Eraser
Romer (if you don't have don't worry)
BRAIN

Next meeting: 13th April 2011

Editorial Ramblings

I have enjoyed putting the magazine together, but have noticed that we are not getting reports on any of the events, you have all been competing in. Please can I have some for next month.

It will make it much more interesting, for every one, also if I could have a couple more reports for down memory lane, that would be appreciated.

I also want to make a comment regarding Ladies Awards, I think they are quite insulting, saying that because we are ladies we can not drive,. Please just stick to FTD's Class win's etc.. Or bring out a new Man's award, Beaten by a Woman!! It would carry the same stigma. Enough said.

Yes it would be good to see more of us out there competing, I was disappointed when I came back to see fewer ladies competing. We can do it, it is an equal field, they might have more experience (Only because we do not try) but surely if we keep at it, we can turn the tables on them. I took 2 FTD's before and loads of class wins. Come and see what we can all do please.

Let's have a ladies page, of what we are doing, and why., hopefully encourage more of us to try it, I know Ann enjoyed it on her first attempt.

Well I am now starting to collect copy for May, if you could let me have your offerings by the 20th at the latest please. And hopefully some pictures, will make life easier, with out having to shout.

Sue J

TRK

The Speed season has started and, from what I hear, there seems to be renewed interest with a good number registered for the ASEM Speed Championship and several of you choosing to get back out there this year. This means that we have our first scores in the Tyrell-Flemming Speed Trophy table:

Tyrell-Flemming Speed

Member	Points
Chris Fulke-Greville	130
Chris Judge	87
Kevin Lower	78
Andy Gay	58
Graham Pryme	43
Robert Nicholls	10

Our first Car Trial of the year, the Basil Elkington Trial, was a great success with 31 entries and two, admittedly feeble, attempts at the Bent Conrod with both Darren Tyre/Tracey Neil and Steve/Rees Thompson breaking their power steering and retiring (namby-pamby lot – the Corsa hasn't got that in the first place!) So the Rose & Crown table is looking better by the month – mind you, the leader is a bit familiar!

If you're not sure what the different trophy tables refer to, look in your Yearbook which you had last month.

The events I've recorded to date are:

16-Jan-11	ERMC Rod Wray 12-car
23-Jan-11	Midlands AC Trial
27-Jan-11	MMKMC Jan Scatter
30-Jan-11	Chelmsford Brands Stages
30-Jan-11	ERMC Feb 12-car
11-Feb-11	B18MC 12-car Feb
12-Feb-11	Southdown Stages
17-Feb-11	Scatter 17/2
19-Feb-11	Britvic Revival
26-Feb-11	Kent 2020
11-Mar-11	Bexley 12-car
13-Mar-11	B19MC North Weald
20-Mar-11	Bas Elkington Trial

Rose & Crown

Member	Points		
Daren Hall	140	Chris Penfold	34
Nick Powter	139	Jason Nind	34
Glyn Williams	139	John Symes	34
Paul Wickes	139	Lewis Howard	30
Kevin Ablitt	97	Steve Howard	30
Tim Loftus	75	Ross Belcher	30
Suze Endean	70	David Balderson	30
Roy Dawson	70	Yvette Knight	30
James Smith	60	Billy Kavanagh	26
Chris Judge	60	Judy Cooke	24
Matt Endean	56	Darren Tyre	23
Colin Billings	51	Tracey Niel	23
Chin	51	Ann Snow	19
Richard Wickes	48	Darren Clayden	17
Greg Symes	47	Julie Clayden	17
Adam Snow	44	Dennis Belcher	15
Rosie Snow	44	Michelle Humphries	10
Tarna Ablitt	41	Rees Thompson	10
Christine Balderson	38	Stephen Thompson	10
Chris Scudder	38	Jonathan Loftus	10
Sue Jessop	34		

Lets not forget the nice people who make our sport possible, the marshals and officials, so here are the Trog and Chalky White tables.

Trog Trophy

Member	Points
"Chin"	190
Andy Elcomb	120
Chris Scudder	110
Andy Kilby	100
Clive Cooke	80
Stacey Thompson	50

Chalky White Trophy

Member

Points

Andy Elcomb	8	Suze Endean	2
Sue Jessop	5	Matt Endean	2
Philip Fawcett	5	Carole A. Buxton	2
Chris Dennis	4	Darren Tyre	2
Chin	4	Steve Howard	2
Colin Billings	3	Lewis Howard	2
Christine Balderson	2	Colin Shipway	2
Daren Hall	2	Stacey Thompson	2
Andy Kilby	2	Clive Cooke	2
Tracey Neil	2	Tim Loftus	2
Peter Johnson	2	Jon Loftus	2
David Balderson	2		

The Basil Tye list is growing too, remember that if your name isn't on one of our lists you've not been out having fun this year yet – so lets be 'aving you.

Basil Tye

Tim Loftus	12	Iain Gibson	3
Paul Wickes	12	Graham Prvme	3
Chin Chinnerv	12	Chris Fulke-Greville	3
Glyn Williams	11	Billy Kavanagh	2
Kevin Ablitt	11	Chris Penfold	2
Daren Hall	10	Jonathan Loftus	2
Sue Jessop	10	Christine Balderson	2
Nick Powter	8	Darren Clayden	2
Suze Endean	8	David Balderson	2
Adam Snow	8	Ann Snow	2
Matt Endean	8	Michelle Humphries	2
Clive Cooke	7	Tarna Ablitt	2
Nigel Mummery	6	Stephen Thompson	2
Russell Burton	6	Roy Dawson	2
Andy Elcomb	6	Ross Belcher	2
Rosie Snow	6	Richard Wickes	2
James Smith	5	Richard "Archie" Pelling	2
Judy Cooke	5	John Loftus	2
Chris Judge	5	Philip Fawcett	2
Colin Billings	4	Dennis Belcher	2
Tracey Niel	4	Lewis Howard	2
Darren Tyre	4	Julie Clayden	2
Steve Howard	4	Yvette Knight	2
Chris Scudder	4	John Symes	2
Kevin Lower	3	Jason Nind	2
Andy Gay	3	Greg Symes	2
Andrew Gibson	3	Rees Thompson	2
Robert Nicholls	3		

QUIZ BTCC 2003

1. In 2003, who drove the BMW for team Edenbridge motorsport?

Tom Boardman
Michael Bentwood
Luke Hines
Jason Hughes

2. Which two teams did Carl Breeze drive for in 2003?

Halfords and GA motorsport
Collard Racing and Synchro
VX Racing and Team PSP
Barwell and Team Varta

3. Which of these drove for Honda Racing?

Colin Turkington
Tom Chilton
Phil Bennett
Danny Buxton

4. What colour was the 2003 Peugeot 307 in the touring class?

Yellow
Green
Black
Orange

5. Which of these did not drive for Team Varta?

Tom Boardman
Mark Fullalove
Jay Wheals
Richard Marsh

6. What car did Rob Collard drive?

Peugeot
Vauxhall
Proton
MG

7. Yvan Muller is of what nationality?

French
German
English
Australian

8. Did Proton won the first race of the year?

Yes
No

9. Who won both races at Mondello Park?

James Thompson
Anthony Reid
Yvan Muller
Alan Morrison

10. Which of these drivers made their debut in 2003?

Michael Bentwood
Alan Blencowe
Tom Boardman
Jim Edwards JNR

Answers next month.

LETTER FROM A NEW MEMBER

Hi Sue

I am a recent new member to 7oaks and District Motor Club, but am an old hand at local motor sports events. As part of my 50th year celebrations I will be competing on 50 events between March 2011 and March 2012. I will be raising money through sponsorship for Demelza Children's Hospice, using a combination of Escort RS2000 for Sprints and Hill Climbs, Mini and Mini Moke for Autotests and Trials etc and maybe a few road events at the end if not enough events run—due to the weather etc.

If you could make a mention in Acorn, that would be great, so people have some idea what I am about when I accost them with sponsor forms at an event .

Thanks
Kevin Lowe

PS I will keep you up to date approx every 12 weeks, but with
TWMC evening Autotests on Tuesdays
Maidstone evening Autotests on Wednesdays
Eastbourne evening Autotests on Fridays

It all looks possible—these events are all only 1hr away from my work.

S&DMC SOCIAL EVENT CALENDAR

(Contact Rosemary or Nigel Mead, Tel.No.: 01892 832420
e-mail : mead.rosemary@virginmedia.com).

Please contact The Bell if you will be purchasing food, Tel.No.01732 761550.

WEDNESDAY 20th APRIL 2011

S&DMC AGM

At The Bell, Kemsing

FRIDAY 6th MAY

SCALEXTRIC NIGHT

With Chequered Flag at Elm Court Village-Garden Centre,
Capstone Road, Hempstead, Gillingham, Kent. ME7 3JQ
7:30pm for 8:00pm Start (Finish at 10:00pm)

£15-00 per person – includes light buffet.

ALL BOOKINGS BY WEDNESDAY 27TH APRIL PLEASE

(to the above e-mail address).

WEDNESDAY 18th MAY 2011

NOGGIN AND NATTER

At The Bell, Kemsing

DOWN MEMORY LANE

By Brian Wray

Hi Everybody just a little note in The Acorn as I have not written an article for some years or go to any Noggin and Natter Pub meets, Dinner Dances and so on.

I joined the club somewhere about 1975 or so, and still own a Droop Snoot Firenza, also a Riley 1.5 which was passed on so many years ago, in which I competed in, these were mostly Speed Events and then progressed to Circuit Racing. Engines were 1500cc/1650cc/1900cc then 3600cc Rover V8 and had various Class wins with it over the years. My first ever race was at Brands Hatch, along with Bev Comber although we finished we were well back but I was hooked, and thereafter I have memories of competing in some races, with Nick Whiting, Tony Rosen, Barry Barnes, Gary Chalwood, Tony Strawson, Tony Davis not forgetting Chris Judge and Jim McDougall, I can go on.

I sold the Riley then brought a Vauxhall Magnum fitted with a 2300cc single cam engine giving some 180bhp. I did have some results in it, until it was badly damaged at Brands Hatch at paddock Bend, after being punted off, it was repaired but was not the same, so sold it on. I did not compete for some 3 years after that but did some speed events in the Firenza in road going classes which included some amusing spins without damage which raised my blood pressure somewhat. Then I got fed up not Circuit racing and bought a Vauxhall Chevette with 2300cc single cam engine some 150bhp which was a road rally car from More Services Racing and fitted the Vauxhall 2300 twin cam engine with over 200bhp. Now this was more like it, smaller car, more power and good results. More work was done to the suspension and brakes. And also the engine for the first time had a total rebuild and was Dry sumped now 240bhp and was A serious contender for Modified Saloon Meetings mostly at Lydden Hill

As I had joined SEMSEC to do the series, for nearly 2 seasons I had many class wins at one point I led one race for first lap until was swamped by Sierra Cosworth's, some 3 or 4 were racing down there at the time, of course in different Class, but some 100bhp up on me. But the man down there was Bill Richardson with his very rapid Mini, everyone was trying to beat. I had 2 damaging accidents at Lydden. First one was suspension and the second when the rear axle was broken in half when hit by another competitor going down main straight, which almost launched me in the air and fortunately did not roll, and ended up in mid-field. To say the least I was not in a good mood when I inspected the damage, so put me out for some 2 months to rectify all the damage, and then I returned and entered what remained of the Series, but another disaster when in practice, a shell bearing failed which put me out, so that was that. It was repaired and after much thought I sold the Chevette as also finances were running out as well. It was the best car I had competed in and was runners up for Honours on 2 occasions but

not to be. I have not raced for nearly 4 years now except at last years Speed event at Crystal Palace in my Nova 1300SR which I have owned for 3 years and will do some speed events this year and maybe also in Firenza we will see. It has been a very eventful life including Circuit Racing, and I think when you start thinking of your life at 70 or so it is time to calm down a bit, but I still love the sport and still play with cars from time to time.

As a matter of interest, some of my cars were built by Baldyne Engineering ,my Vauxhall engines by Jon Mowall Engineers which has rolling road setup's. I highly recommend.

Be Happy and enjoy what you do all members.
Brian Wray alias Coathanger Kid



AGM
Wednesday 20th April 2011
At
The Bell
Kemsing
8pm
Please support your Club

THE 1970 CHICO RALLY

Something like sixty crews turned up at St. Michael's Garage Tenterden, for the start of the Maidstone & Mid-Kent M.C.s Chico Rally on Saturday, 7th March, after a week of snow, some of which was still around down towards Lydd. Sevenoaks had only five crews out (where were you all?), Brian Gunner with Norman Redhead in the hot seat, Ian McQueen and Chris Goodwin, Roy Eyres with P.Claydon, Grindabod crew John Melton with Mick Rogers in the seat usually held (esp. on whites) by Judy of John's 850 Mini and the other Grindabod crew of Graham Parsons with the Moke's left-hand side filled by myself.

The route was all plot 'n' bash with thirteen route cards and twenty controls. The route from the start to TCI was a simple one with three MRs but at TCI a card with three Lat-Long points was given out. This wholly befuddled me and caused our first opened Panic Envelope. At TC2 a mixture of descriptions, MRs and Spot Heights took us to TC3 at just NE of Hawkhurst. Here a card of mixed, out of order, Spot Heights and Tulips was handed out and this section cost us eight marks. On to TC5 at Ewhurst by barred references given in letters not numbers. At TC5 a circular straight line was our problem, and almost everyone lost out here (even Mike Butler dropped four minutes to TC6), the only person to clean it was Chris Daisy. We got the first half right to TC6, losing only eight marks, but I messed up the last part and TC7 was not where I thought it was. As we could use some time at this point, I opened the Panic Envelope for TC8 thus losing a fail for TC7 and ten marks at TC8.

From here a sheet of tulips ran from TC8 to the start of the selective at TC11. We lost two minutes to TC9 plotting, but cleaned TCs 10 and 11. The selective was a tight bit of yellows around Brooklands, north of Lydd, and we dropped five minutes. At TC12 the route for TCs 13 and 14 led through the Ivychurch and Yoakes Court whites which were goers but definitely not M1s. The route card from TC14 was a stylized form of tulips and led to TCs 15, 16 and 17. A mistake at Newchurch just before TC 17 by me caused another Panic Envelope to be opened and at TC 17 a lack of time and an unusual triangular straight line with Spot Heights marked meant another Panic Envelope opened for TC 19.

I sometimes think I'm golden, as we were cutting for TC19, what should we come to but TC18, in the right direction and clean. On to TC19, clean and only just in time. Here a simple Spot Height route led up the A20 to the finish at East Lenham, clean.

Well, with one control missed and four Panic Envelopes opened, we finished up with five fails and fifty-four marks, in 23rd place. John and Mick with eight fails and forty-three points were 26th, Brian Gunner and Boots were 10th with one fail and ten marks, Ian McQueen and Chris Goodwin were 31st with ten fails and thirty-two points, and Roy Eyres disappeared after TC16.

A very good event, the Chico, cleanly run and cunningly (though no trickery) routed. Our only problem was the patches of thick ice and snow towards the end where we slid off into a large bank of, fortunately, soft snow at about 50 mph but we did no damage and continued. Several crews slid off, but not as many as might be expected. The overall winner was Mike Butler and J. Jenson with no fails and eight marks.

KEEPING TRACK OF EVENTS..



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Autocar

FIRST AWAY AND ALWAYS AHEAD FRIDAY 16. 6d.

Lap Chart

LAP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1st															
2nd															
3rd															
4th															
5th															
6th															
7th															
8th															
9th															
10th															
11th															
12th															
13th															
14th															

24

GRAND TOURING CAR RACE

15 Laps

For Grand Touring Cars complying with Appendix 'F' (1965) Group 3 to the International Sporting Code.

No.	Team and Driver	Car	C.C.
Class A—1051 cc. to 1600 cc.			
71	Team Lotus (Driver: R. Parson)	Lotus Elan	1394
72	M. J. Wayne	Lotus Elan	1394
73	Scotch Racing (Driver: A. P. Chamberlain)	Lotus Elan	1394
74	P. Taggart	Lotus Elan	1394
75	K. Liddell	Lotus Elan	1394
77	D. R. Fabrications Ltd. (Driver: J. Oliver)	Lotus Elan	1394
78	Nippon Racing (Driver: J. Bennett)	Team Lotus	1378
79	Walker-Coy Racing (Driver: B. Pittard)	Alfa Romeo GTZ	1370
Class B—Up to 1100 cc.			
81	W. Bradley (Driver: R. Atwood)	Triumph Spitfire	1148
82	R. Burtwell	Lotus Elvan GT	1148
83	C. S. Engineering (Driver: D. Marshall)	Lotus Elvan GT	1148
84	David Plastomat Racing (Driver: G. Capel)	Lotus Elvan GT	1098
85	R. Shannon (Driver: S. Mackay)	Lotus Elvan GT	1098
86	Garnett Motor Co. (Driver: J. F. Dickhouse)	Lotus Elvan GT	1098
87	Martini & Hagler Racing (Driver: M. Davies)	Austin Healey Le Mans	1098
88	R. T. Nash	Lotus GT	977
Reserves:			
89	Dunlop Racing (Driver: A. Gough) (Car Reserve)	Lotus Elvan GT	1094
90	R. Bower (Car Reserve)	M.G. Midget	1139
91	M. C. Ponschke (Car Reserve)	Minion GT	997
92	Team Delta Racing (Driver: J. Walsh) (Car Reserve)	G.S.M. Delta	997

Pos.	Time
1st	27.27
2nd	27.58
3rd	28.16
4th	28.4
5th	28.6
6th	28.8
7th	29.0
8th	29.2
9th	29.4
10th	29.6
11th	29.8
12th	30.0
13th	30.2
14th	30.4
15th	30.6

RESULT

1st. 27.27
2nd. 27.58
3rd. 28.16
4th. 28.4
Winner's Speed _____ m.p.h.
Fastest Lap: Car No. 71 = 27.27 m.p.h.
Time _____ m.p.h.

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THE MACLACHLAN AUSTIN SPECIAL 1926 – 1936

This amazing little racer was developed by A N L Maclachlan from a Gordon England “Brooklands” which he purchased in 1927 whilst he was a student at Cambridge University.

It is supercharged and runs on a methanol based fuel and is currently producing 85 bhp at 8,500 rpm. As it weighs only 6 cwt this equates to a power to weight ratio of 330 bhp/ton.

It has won over 100 awards to date and it was raced by Maclachlan at Brooklands with the following results:-

1929 October 3rd in Mountain race
1932 September 1st in Mountain race
1933 Whit Monday 2nd in Senior Mountain race
1935 2nd in Mountain race

During the early 1930's the car was developed for Sprints and Hillclimbs with the following results:-

1932 Lewis 1st in 1100 cc class
1932 Shelsley Walsh 1st = with E R Hall's MG
1933 Shelsley Walsh 1st in 850 cc class
1933 Brighton 1st in 850 cc class
1935 Shelsley Walsh 3rd in 850 cc class
1936 Lewis 1st in 1100 cc & 3rd in 1500 cc classes
1936 Shelsley Walsh 1st in 850 cc class & 4th FTD
1936 Poole 1st in 750 and 1100 cc classes & 3rd in 1500 cc class
1937 Brighton 1st in 850 cc class & broke the record with 25.56 seconds

The car is currently owned by John Sutton who has now owned it for 50 years.

For a complete history of this super little racer and a video of it competing at Shelsley Walsh visit:-

THE MAC IS BACK

By John Sutton
6th April 2004

The famous Maclachlan Austin 7 Special is being prepared for the coming season of Sprints and Hillclimbs.

After its last outing in 2001, when it won the class at the Etretat Hillclimb in France, it was found that the cylinder block was cracked near the bottom of number 4 cylinder. It is not clear how long this problem had been developing but the engine had become increasingly unreliable for quite some time.

The symptoms were overheating and misfiring but only after one or two competitive runs. Also the hairline cracks which were not visible to the naked eye were only spotted by Paul Bonewell, who carried out all the engine work, after filling the water jacket with WD40.

These later type Austin racing cylinder blocks were only made in very small numbers and they all, on closer inspection, have the same problem. The only possible solution was to cast new special cylinder blocks to the original specification with additional and better material.

Whilst the engine was being rebuilt it was decided to review the other problems that were limiting its performance. The most obvious one was the engine speed due to valve bounce at about 6000 rpm. The engine in this car was developed by Maclachlan in the mid 1930's from the original Gordon England unit with assistance from the Austin factory competition department. It had acquired a "Blown Ulster" crankcase and in 1935 the cylinder block and 25 stud cylinder head from one of the then obsolete "Rubber Duck" racers was fitted overnight after the original disintegrated in practice for Shelsley Walsh. It had however retained the "Brooklands" camshaft which was not designed for high revs. Also it was discovered that the lip seal on the oil feed to the crankshaft had disintegrated.

These problems were addressed by modifying a "Nippy" camshaft to allow the engine speed to be increased to 7500 rpm using standard cam followers and with a much increased "dwell" to improve the cylinder filling. A new oil feed gland similar to that employed by Austin in the 1930's. It is a simple brass bush with white metal bearing retained in the housing by two "O" rings to allow for crankshaft whip. Running on Castrol R 40 there is 35/40 psi pressure at fast idle using the standard Austin oil pump.

Additionally the cam followers, with their non adjustable "buttons" have been significantly lightened which should allow another 500 rpm to be available. Whether this will be used remains to be seen!

The power output should now be in the region of 80/85bhp running on an 80% Methanol mix with 10% Toluene and 10% petrol. With a kerb weight of only 6 cwt this gives about 250bhp per ton !

This is a very historic Austin 7 racer which I have now owned for 48 years during which time very gradual modifications have been undertaken. The accompanying pictures show the car in 1937 when it was being campaigned by Maclachlan and another in the hands of John Broad who acquired the car in 1949

Having fitted Morris Minor hydraulic brakes in the 1950's I discovered that with little use the cylinders seize up and so to overcome this problem and retain its vintage authenticity it has been returned to a cable brake arrangement suitably improved to provide compensation all round. The brake shoes have been modified from the Austin Girling system with fully floating shoes to give a self wrapping effect. The results are as good as if not better than the hydraulics without the attendant problems.

The only other engine modifications from earlier years are steel timing gears with a 27 degree helix angle to increase their strength and cut down the end thrust on the bearings. Straight cut gears will not fit in the front timing casing. As there is no requirement for a dynamo drive this is a very satisfactory modification. These gears have plenty of work to do as the Centric 160 supercharger requires about 10hp at full speed.

The valves are standard size except that the inlets have 30 degree seats giving a greater opening area without removing metal between the inlet and exhaust ports as this is another area for cracks to develop as there is no coolant between them. The cylinder block was cracked between valves 7 & 8 also.

The original "slipper" pistons which have not been available since the 1930's have been replaced by modern replicas using steel rings to metric dimensions. .

The Centric supercharger is the main limiting factor as it was originally designed to run at about 4500rpm and being driven at engine speed is doubling its designed performance. Designed by Chris Shorrocks in the 1930's it is a simple vane type with the blades on a central cantilevered shaft. The unequal pressure across them causes the central shaft to bend and allow the blades to touch the outer casing with disastrous results. A new and larger central shaft has been fitted with new blade carriers and up-rated bearings.

It now remains to be seen whether this long awaited rebuild will live up to expectations and also whether the driver is still capable !



Rules are Rules? Yes?

As our first sprint of the year rapidly approaches I find myself wondering about the current set of Speed regulations and the difficulties they pose as an organiser. Two areas in particular seem to be particularly troublesome. The first of these is the requirement for roadgoing production cars to have been 'produced in quantities of not less than 1000 per annum'. The first problem with this is that there is no definition of what a car is. Is it the model or the trim level? This makes a big difference for some cars where limited runs have been produced of the hottest models. Just last week I received a protest over a car for our North Weald event. This was a very hot model, with only 200 cars produced, however the base model has sold millions. Secondly, that number of 1000 cars is awfully high, I can list many many cars currently competing in those classes that were produced in lesser numbers. Finally, for many cars it is nigh on impossible to prove this, especially for older cars that were produced in the 1960s and 1970s. Often the records no longer exist for these models and were not very accurate in the first place. Does this mean that if you have a car that is eligible, but somebody protests and the records are missing, you have no defence? Secondly there is the Sports Libre class. This used to be a catch-all in regional regulations and pretty much anything could run in the class. However, now, a car in this class must be one of 7 particular car types, some of which are not even defined fully in the Blue Book. Furthermore the car type is supposed to be declared on the entry form yet I have never seen an entry form asking for this information. I have also never heard of people being asked to provide their FIA papers at signing on which is a requirement for 3 of these car types. I used my Westfield in this class for a few years and many people still do. However a Westfield is not a Special Saloon. Nor is it a Hillclimb Superpsorts. Nor a Sports Racing Car. Group B? No. GT1? No. World Rally Car? Of course not. Therefore it is not permitted in this class. Fortunately the latest rules do permit Westfields and Caterhams etc to run with the mod prod cars but this is a strange change to the rules that has already seen a 370bhp Dax Rush running in the same class as a Peugeot 205 Mod Prod. However there are still cars that have no legal class in current speed competitions. Lastly, the whole mechanism for complaints is based on another competitor protesting and then the accused demonstrating compliance. Is that how it should really be? If, as an organiser, you see cars entered for your event that are blatantly not eligible is there a moral duty to do something about it or just wait for a complaint? Should these rules be enforced or should we just accept that this is club motorsport, for fun, and ignore them? Is it possible to come up with a suitable alternative wording to these rules that would be fair to all and remove any ambiguity? Your thoughts please... And don't even start me on the ridiculous standard production rules that were brought in again this year!

Ian Crocker

My darling husband,

Before you return from your business trip, I just want to let you know about the small accident I had with the pick up truck when I turned into the driveway. Fortunately it's not too bad and I really didn't get hurt, so please don't worry too much about me.

I was coming home from Wal-Mart, and when I turned into the driveway I accidentally pushed down on the accelerator instead of the brake.

The garage door is slightly bent but fortunately the pick up came to a halt when it bumped into your car.

I am really sorry, but I know with your kind-hearted personality you will Forgive me. You know how much I love you and care for you my sweetheart.

I am enclosing a picture of the damage for you.

I cannot wait to hold you in my arms again.

Your loving wife.

XXX



P.S. Your girlfriend called.

A COUPLE OF WEEKS OF MAYHEM

Well it seems to have been a hectic start to the year! It's not helped by the fact we're redoing our kitchen at the moment (as I'm writing we're halfway through two weeks of nothing but takeaways & microwave meals, long story but heed my warning, if you buy an ex display cooker, ask for all of the adaptors!) It's been an enjoyable year so far though with a lovely amble (that's as fast a Chin goes) round the cold Kent countryside on the new years walk.

I've also been doing some seemingly random things such as sleeping rough in support of the local YMCA centre in the middle of Horsham. A very cold Friday night was spent in a Church court yard in the town centre. Bring a sleeping bag and exchange a tenner for three cardboard boxes, a calendar and a thermal mug was the basic idea. It was a very enjoyable evening though, helped by the community aspect and the dry weather! There were about 25 people in total with our 'team' from the church being the largest at 9 people.

Chelmsford's Brands Hatch Stages was two days later where I was suitably ridiculed by Andy Elcomb, Sue Jessop and Daren Hall for Friday evening's adventures. As Daren said 'I think I'd have just given them the Tenner' the day was cold but bright and very enjoyable, unfortunately a delay in turning the stages round meant the last half dozen or so cars didn't get a proper crack at the last stage but a good day all in all.

The week after it was back to Kent for the awards do and to pick up my silverware, a huge thanks to the committee for awarding me the Paul Brooks-Johnson Trophy, my Mum has put it proudly on display in the front room!

Another cold but reasonably dry day was had in Suffolk with Chris Dennis on the Britvic Enduro rally. Unfortunately wet conditions in the week leading up to the event made the organiser's job extremely difficult on the day and the event seemed to be behind schedule constantly.

Rally Sunseeker was a week later and after a hectic morning at work I had a good run down to Bournemouth and another cold but pleasant weekend apart from a few drops of rain Saturday lunchtime. Unfortunately Running the Parc Ferme Saturday Night meant I couldn't get back in time for the 2020.

Sunday was spent at Brands Hatch again for the Racesafe training day. These are the people who provide the Marshals for the British Superbike Championship so it's a bit different from normal circuit racing as obviously rider care is important and there are slightly different flag rules. The following Friday evening was spent at Sue Jessop's helping Chin celebrate his 65th birthday. There were plenty of people there and I'm sure everyone had a good evening, thanks to Sue Jessop for having us and providing a lovely spread of food.

The following Saturday I was back at Brands again on a training day, this time run by the BRSCC. The day was very comprehensive including radio training, fire training, flagging and recovery though there was no practical incident handling. The air was noticeably warmer though, spring is defiantly on it's way!

Sunday the 20th of March was the Basil Elkington Trail at Stoneacre, ably organised by Clive Cooke. I'm sure everyone had fun in the sun, the day seemed to run very smoothly under Clive's experienced hand. The event got much easier as the day went on, the ground dries very quickly at Stoneacre, there were a fair few people with clean score cards on the second round of hills.

Right, I need to decide what take away to have tomorrow night so until next time, enjoy and play reasonably sensibly!

Phil Fawcett

Women in Motorsport

This is the title of an MSA initiative to attract more women into our sport. Not a bad scheme but I'd like to open up the discussion of women taking part in motorsport. Many years ago a well known championship winning navigator expressed the view that Ladies Awards on events were patronising and unwelcome. She was quite vociferous on the matter and this has stuck in my mind. There was also an issue more recently where, at a Sprint, a competitor won a class place and the 'Ladies' award. In this case the regs stipulated 'one pot per person' and she was awarded the ladies award with the class award being presented to the next person on the list. This she found wholly unsatisfactory and, in my opinion, quite rightly so.

We all do motor sport for a variety of reasons, from fun to the desire to win.

Perhaps the fact that men win more than women is related to both the considerable imbalance in numbers competing and, perhaps, the testosterone effect (or whatever it is that makes us blokes competitive to the point of being anti-social); but there are also many of us who do it just for the fun of the activity itself or because we enjoy the company, the technical 'playing' or the enjoyment of being involved with the club and sport we chose. I don't see any barrier to women doing just as well as men if that's what they want other than perhaps the different roles that our society puts on men and women. Hopefully those roles are more flexible these days.

So, back to the Ladies Award discussion; if we think carefully and fairly then perhaps the awarding of a 'ladies award' is outdated and to give it precedence over other awards is clearly wrong.

When it comes to encouraging more women to compete it's sometimes hard to persuade them to join in and they express fears of making fools of themselves and being treated differently. Both are valid fears but I hope they're no born out in practise.

I've never been a talented driver, as was pointed out at this year's awards presentation, and have always felt that I make somewhat of a fool of myself as a result.

When I joined the club I had no intention of driving (I was to navigate and mechanic for friends) but found myself sucked in to the fun of it all. I first entered a race at Brands in 1969 and scared myself witless being lapped three times in a ten lap race.

But I was lucky by having Basil Elkington congratulate me on driving a sensible race and keeping out of everyone's way. Just that comment gave me enough confidence to carry on racing until I realised that I was terrified every time I went out and was only doing it for the story telling at the next club night (so I went back to navigating!); I'd also done every other form of motor sport equally badly.

What I'm trying to say is that I don't think it has to be important how well you do so long as you're enjoying it, and if you don't enjoy your first attempt at our sport try a bit more and see if you get something out of it – if not we'll always find something for you to do!

What do you think about motor sport and the way we run it? How can we make it more accessible to women and more enjoyable too? Please give this some thought and let us know those thoughts – it's important that all our members get as much out of the club as possible.

Chin

Rules

Why, When and How.

What topic is constantly under discussion in our (and probably every other) sport? Rules. Why? Because these are what control what we do, they limit our choice of modification to our cars, they define our behaviour – in short we are in their grip at all times when competing or organising. It's little wonder then that we are constantly up against them.

Why do we need rules? In the early days of our sport there were none, rich folk just rushed about the place as fast as they could go to prove who was the better, faster, more rugged combination of car and driver. They kept killing themselves and those near them and so a few safety rules were introduced. Then as this developed into a more organised sport rules were introduced to make competition a bit fairer so that like competed against like to some extent. As time went on these rules, and the various types of motor sport developed to what we enjoy today, and even now we're moving onwards with new things to do with our cars such as Time Attack, Drifting etc.

These rules, as laid out in the MSA Yearbook (Blue Book), govern general principles of our sport and, in separate sections, the rules for the separate disciplines such as racing or rallying. They are made by the Motor Sports Council (MSC) who can be viewed as our 'parliament' (except that they are largely unelected!) The MSC appoint a number of Specialist Committees who formulate these rules and comprise people who, through expertise and experience, are judged best qualified to pontificate on these matters. Any new rules or rule changes are then presented to the MSC and, if they accept them are sent out to clubs, associations and license holders for comment. Any objections or comments made by us lot are then reviewed by the specialist committee and any amendment presented to MSC. At this point the MSC will consider all aspects of that rule and, if they agree, endorse its inclusion at the appropriate date. Rules must be allowed a consultation period of at least six months or, in the case of technical rules, twelve months; the exception to this being urgent safety requirements. Please look on the MSA website for details of proposals, changes etc. and, if you have any considered comment to make then make them in a clear and reasoned way so that those who are considering them may understand your thoughts, a rant doesn't stand much chance of being considered.

So how do all these rules affect the real running of motor sport? Most are clear and understandable and are there for obvious and sound reasons. Some are less obvious as their application at real events is related to circumstances prevailing at the time and need the experience of the senior officials to enable a proper judgement to be made. The person with the responsibility of interpreting these rules is the Clerk of the Course who will take advice from Judges of Fact and other officials. Should a competitor have an issue with what's going on either with another competitor or a decision by the Clerk they have the right, within a framework of action, to appeal to the Stewards of the Meeting or the MSA Steward at larger meetings.

As in the wider world there will always be rules with which we disagree, either as organisers or competitors. Quite often they will be safety regulations and these are the hardest, in my opinion for which to get the balance right. The MSA, quite rightly, tends to err on the side of caution as theirs is the ultimate responsibility and they have to stand up in court and defend our actions. We are also working within the laws of the land and their current interpretation by the courts and again here there are many anomalies to contend with. When I started in motor sport the disclaimer we signed was a simple agreement that by entering the event we agreed that we wouldn't blame anyone if the worst happened; we agreed to accept the risk. Now the courts (and often the expensive lawyers engaged by insurance companies) do not agree with this notion and dictate that we cannot sign away our rights in that manner. As a result today's disclaimer is reviewed very frequently in the light of current legal interpretation and this is very necessary in today's litigious climate ("No win, no fee" grrrrr!) Technical regulations are ever more complex to define as technology in motor vehicles continues to develop. Gone are the days when you could see the number of carburettors and how big they were just by opening the bonnet. These regulations have also become victim to the difficult concept of fairness; those younger members who watched the films of Valence Hillclimbs in the earlier days were a little surprised at the class structure at speed events in the sixties and seventies. Then there was no distinction between road-going (which most were because they were driven to the event and hopefully to work the next day) and non-road-going, also between standard and modified: the classes were purely on the type of car (saloon, sports car, racing car etc.) and the engine capacity. The result of this simple system was that the technical regulations were simple too. Now we have heated debates every year as to what's allowed in which class and what does standard mean etc. etc. which can be a real headache for event organisers and also competitors who have to comply with them. One of the really difficult areas of technical regulations is the issue of class, either on events or in championships, eligibility. The event scrutineers have the job of checking vehicles for general safety and compliance with the Blue Book regulations. With the limited time available they cannot be expected to check for class eligibility unless something is very obvious. Championship have eligibility scrutineers but they cannot be present at every event and so the onus currently rests with fellow competitors having to protest cars they think are contravening the rules which, in my opinion is a most unsatisfactory way of resolving this issue. It means that competitors are in conflict with each other when their relative status is equal. In my opinion the relationship between competitors and officials is different in that officials have influence over competitors – not in any antagonistic way normally but as a matter of status. If a Clerk or Scrutineer tells you to do something then usually you comply as that is their role which is very different from the relationship of fellow competitors. I think that situations regarding eligibility should be quietly pointed out to a senior official and often that will be the Secretary of the Meeting who is more accessible than most unless tied up with signing on, whoever is available will then take that to the Clerk or Scrutineer to investigate quietly, firstly the rules relating to the alleged infringement and then the vehicle in question, and then if the allegation is upheld the Clerk should take any necessary action.

This sort of brings me to the main reason for talking about rules. Some organisers seem to take the attitude that competitors are in some way 'customers' and must therefore be pandered to by misplaced leniency in applying the rules of the MSA and of the event regulations. Whilst I accede that the relationship between officials and competitors is one of cooperation and respect the comparison with trade and commerce I find odious. The relationship I have with competitors and officials, depending on what I'm doing on the day, is one of partnership to produce an enjoyable day (or preferably night) out for all parties. That said there has to be a controlled environment within which this can take place and the framework of regulations provides that environment. When organisers allow infringement of those rules, or competitors expect to have some of those rules ignored, then an unacceptable level of unfairness enters the scene; every time a competitor is allowed, with the best possible motives in most cases, to break a rule then that is unfair to all those who have complied.

In my role as TRK I have asked your committee to allow some discussion on the rules by which our championships are run. Changes happen every so often as a result of changing circumstances, for example, the necessity to insist on help at our events in order to qualify for Rose and Crown or Speed League points. This became necessary as our club found it harder to persuade members to voluntarily help out and the need for marshals etc. increased and this will be something we will be considering to make sure we get the balance right and I shall be suggesting the we recognise other forms of help than just on events, although that may be difficult to define. I ask you all to think about the way we structure our competitions and awards and let me have your views if you think a change would be desirable.

Thank you for taking the time to read these comments and I ask you to contact me with any suggestions. I hope to concentrate on the details of our rules in short notes over the next few months in order to illicit your views

Don't forget – we do this for fun. Getting it right should make that easier.
Chin





RLSB
Royal London Society
for the Blind

Sevenoaks & District Motor Club
13 Cornwallis Avenue
Tonbridge
Kent
TN10 4EP

Supporter no. 200007

14 March 2011

Dear All at Sevenoaks & District Motor Club,

Thank you for your very kind donation of £309.90, raised in the charity raffle at your annual awards evening. Please accept our gratitude for choosing the Royal London Society for the Blind.

Your support really does make a difference to all the babies, children and adults who rely on our services and care.

It is a simple fact that without the kind support of people like yourselves, we could not provide the specialist equipment and the dedicated staff which are required to allow our children to learn how to cope with a visual impairment, very often together with a whole host of other emotional and physical difficulties.

Please accept the heartfelt thanks of all of us here at the RLSB for your help.

Yours sincerely,

Claire Kidman
On behalf of the Royal London Society for the Blind

Royal London Society for the Blind, Dorton House,
Wilderness Avenue, Seal, Nr. Sevenoaks, Kent TN15 0EB

Tel: 01732 592 500 Fax: 01732 592 506
www.rlsb.org.uk

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Having come second in my Matra in last years Sevenoaks Speed League I thought some of the members may be interested in a bit of history regarding my 2.2 Talbot Matra Murena which I imported from France in 1988.

I have been competing in Sprints and Hillclimbs and modifying it since 1996.

Lennart Sorth the author gives you permission to reproduce the abridged version I have put together.

Best regards, Graham Pryme

Talbot Matra Murena

In 1979, the Simca car brand was changed to Talbot (PSA) - and in 1981 Matra launched a new car, The Murena to replace the Matra Simca Bagheera. Still a mid-engined 3-seater - but with an even more aerodynamic body, and a bigger engine - two versions were built, a 1.6 and a 2.2. The 1.6 got its engine from the Talbot Alpine/Solara range - a very robust, humble pushrod engine, and the 2.2 engine was the one used in the Talbot Tagora (the one that looked like an enlarged Solara).

The chassis was now completely warm galvanised from the factory (actually the Murena was the first mass-produced car to undergo this treatment), and the fibreglass body panels were then either riveted/bonded in place, - producing a very long lasting car indeed. The chassis is quite rigid and stiff (but also heavy around 1050kg), - in fact the car can be driven without the body whatsoever (but who would want that, when the body is so beautiful?).

The air resistance coefficient is down to 0.32 (which makes it the worlds most sleek mid-engined sportscar up to 1988 where the Panther Solo came along), so even with the relatively high weight the car is reasonable quick - 0-100 km/h is done in 11.2 sec. The 2.2 version is somewhat heavier, but has 25HP more, which pushes it from 0-100km/h in 9.6 seconds. Moderate tuning of the 2.2 engine (primarily a performance camshaft and twin 40mm sidedraught Solex carburettors) easily increased the power by another 25HP.

The suspension consists of longitudinal torsion bars in front (as on the Simca-1100, Matra Talbot Rancho and Talbot Alpine) - but at the back the transverse torsion bars have been replaced with McPherson struts. The brakes are discs all around. The balance of this car is extremely good, and the tire-grip is astonishing. In 1980 Matra had developed their project P-18 as replacement for the Matra-Simca Rancho, but since PSA didn't feel they had the money for it Matra were turned down - and Matra went on to Renault, who accepted the idea ...

It is a urban legend that Renault feared the competition from the Murena to their Alpine and especially Fuego models, but this has never been confirmed, and frankly, the Murena is neither in Alpine arena (too low power), nor was it a threat to the Fuego (it

In July 1983 the 2.2 litre prep-142 Murena-S was launched, to use up the remaining chassis and bodyshells. The 'Murena-S' was a 2.2 version tuned up to an astonishing 142HP which definitely made it a fast car at the time - 0-100km/h in roughly 8 seconds was easy to reach (some claim it was even faster).

Matra did have plans to use the PSA 2.9l V6 also used in the Talbot Tagora - but for some reason (energy crisis, and political signals) Talbot didn't allow this. Also in the minds of the designers was (of course) to equip the car with Matra's own 11000 rev, screaming (formula-1) V12 engine (!) - These plans will remain dreams forever - but they did, however, produce a highly tuned 2.2 version called the Murena 4S - in which they squeezed 180HP out of the engine. The rear-wings had also been widened, to produce an air-intake for brake cooling and engine-feed. the frontspoiler was lowered further to keep the car to the ground, and a new distinguishing alloy design adopted. Only 3 cars probably were built - in deep-blue , with green Murena-S markings.

By Christmas 1983 (when the factory closed down for the holidays) the last Murena rolled out from the factory - (it is said to have been a red 142HP Murena-S, which is not unlikely, as most of 1983 were 2.2's). A total number of 10680 Murenas were built all in left hand drive only.

Hereafter the production line was converted to produce the P18 - better known as the Renault Espace, and finally the Renault Avantime which was to prove the final ending of Matra as a car producer.

www.matrasport.dk

Lennart.Sorth@matrasport.dk

GRAHAM PRYME MATRA



Regularity Run - Sunday 17th April 2011

...and, if any of your members would like to enter or marshal on the event below, Andy Gibson (01227 792740 / andy@blackpalfrey.co.uk) would be very pleased to hear from them:

**

See < http://www.blackpalfrey.co.uk/?Regularity_Runs:April_Run > for updates....

Clerk of the Course: Trevor Hawkins & Simon Ingarfield

Starts from TBA.

Sign-on from 9:00 am.

Route all on OS maps TBA

Route instructions will be issued by email.

First car starts 10:01 am.

60 miles route approx

Coffee Stop at TBA

Finish in time for lunch at TBA.

Entry Fee only £12

MSA Clubsport Permit No: TBA

RTA Insurance (REIS) available at £15

Sixth round of the 2010/2011 Blackpalfrey Winter Series

The entry is strictly limited to 12 cars - first come first served.

Reserve entries will be accepted as we often get one or two late cancellations.

Entry fees can be paid at the start.

Please make your entry using the On-Line Entry Form

Regulations:

Any age of car can enter. HRRCR, MGCC, TR Register and Weald MC members are welcome to enter.

Maximum entry is strictly 12 cars. Entries will be allocated places on receipt of a completed entry form. When full a reserve list will be started.

Entry fee £12. The REIS Road Section Insurance scheme will be available for £15, for drivers who can comply with the declaration. Please pay these fees at Signing-on.

Some route instructions may be emailed to competitors a couple of days before the event, so please provide a valid email address with your entry.

Timing will be to the second at Intermediate Regularity Time Controls. You will need a stopwatch and some average speed tables, and also a watch you can accurately synchronise with rally time.

Regularity Start Controls may be Self Starts. You may be given your start time at the previous MTC, or you may have to fill in your start time on the timecard yourself. On arrival at the control board you should wait there and start yourself when the time

arrives. There is no penalty for starting late, but do not start on the same minute as another competitor - wait for the next minute. Regularity sections will be timed at average speeds suitable for the roads used, up to a maximum of 30 mph. Code boards may be used as passage checks on the regularity sections. You should record the code in the next free space on your timecard. Penalty for missing a codeboard is 100 marks.

Time penalties at Intermediate Regularity Time Controls (IRTC) are 1 mark per second for the first 60 seconds early or late, then 1 mark per additional 6 seconds up to a maximum of 100 marks (5 minutes early or late). Penalty for not visiting an IRTC or Wrong Approach to an IRTC is 100 marks. If a missed IRTC is not the last on the regularity section, a penalty of 100 marks will also be applied at the following IRTC. IRTCs will close 15 minutes after the scheduled time of the last car.

Maximum lateness at the final MTC is 30 minutes.

Start numbers will be allocated at signing-on.

Further information and final instructions will be posted on this web page and/or emailed to entrants.

Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act.

Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase cover via the organisers then they can do so prior to the event providing they comply with the following.

- Age 19 years of age or over
- Has held a full licence for a minimum of 6 months
- Has less than 9 points on their licence
- Has had 2 or less fault claims in the last 3 years

Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from Richard Egger_highlighting Insurance prior to the event.

The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

Kind regards
Brian Millen

Editor BpMCK

+44(0)1622 671913 / 07880 895366

Ferrari fired all their F1 pit crew yesterday **Acorn exclusive**

This announcement followed Ferrari's decision to take advantage of the British government's 'Work for your Dole' scheme and employ some Glasgow youngsters.

The decision to hire them was brought about by a recent documentary on how unemployed youths from Castlemilk were able to remove a set of wheels in less than 6 seconds without proper equipment, whereas Ferrari's existing crew could only do it in 8 seconds with millions of pounds worth of high tech equipment.

It was thought to be an excellent, bold move by the Ferrari management team as most races are won and lost in the pits, giving Ferrari an advantage over every other team.

However, Ferrari got more than they bargained for! At the crew's first practice session, not only was the Glasgow pit crew able to change all four wheels in under 6 seconds but, within 12 seconds, they had re-sprayed, re-badged and sold the car to the McLaren team for 8 cases of Stella, a bag of weed and some photos of Lewis Hamilton's bird in the shower.

Chris Dennis

AND FINALLY

Today was the first F1 Grand Prix of the season, how many of you struggled out of bed, even after the clocks went forward, to watch it live? I did. I always do. However I did not think it was that exciting!! Was gutted when I saw my hero taken out on 1st lap. Hope he goes all the way at Silverstone, will be upset, but will be a good 4 days there. If weather like last year, will be fantastic.

We are getting nearer to our premium event of the year, yes Crystal Palace is almost on us, if any of you can offer help in anyway, please let Andy, Chin or Colin know. It is looking to be another fantastic event. There will be lots of pre event work to be done, ie tyre strapping, on 21st and 22nd May. Please come and join us, and have a good day.

And please can I have some event copy, we so far have had no event reports, I am sure most members will enjoy it, and it may encourage others to have a go.

Well that is it for this month, apart from saying Happy Easter, to those that celebrate it. And please send me your copy, on either suesiw.7oaksacorn@gmail.com or by snail mail to 3 Lodge Hill Lane, Rochester, Kent, ME3 8PN.

Sue J



I'm a Barbie Doll



Avec Mon Voiture