



# THE ACORN

FEBRUARY 2012



## **Sevenoaks and District Motor Club Ltd**

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

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# SEVENOAKS AND DISTRICT MOTOR CLUB

## THE 'D' CUP SCATTER RALLY

Thursday 16th February 2012

Start & Finish, The Sun, Bredgar Grid Ref. 178/879602

Sign on from 19:15pm Start at 20.00

Route on map 178

Entry Fee £10

Please come out and join us and have some fun, whether you are an expert or have never done one before. If you could email me and let me know if you might be coming that would be a great help. To make sure we have enough sets of clues printed. Otherwise you can just turn up on the night.

Entries to

Sue Jessop [suesiw.7oaksacorn@gmail.com](mailto:suesiw.7oaksacorn@gmail.com)

Hope to see you there

Items needed

Map 178

Romer

Pencils

Torches

Magnifying Glass (useful)

Clip Board



## CHAIRMANS CHAT

Once again he is away, playing at Rallying, this time I am not writing his report, I have done 2 over the last few months and not bailing him out again, Hee Hee I am sure he will have lots to say next month!! However thank you to all of you have renewed your membership, I have really enjoyed processing it all. I will be sorry to give it back to the Chairman at the end of the month. Wish you all a great year and lots of good results. **SUE**



Had not the heart to tell him, if he expected to see Reindeer, there was a major problem with his navigation!!

As I am sure , most of you are aware that Andy in Africa at the moment, as I write this they are on day 22, and still leading, I am sure we will all be routing for him and the other local guys. I have been getting updates every day from him, and although they have had a few problem, very minor compared to lots of them. The twin Tonka toy, looks quite battered after rolling , the crew is Ok and they are still competing. See picture on back page

Andy would like me to remind you that we have some important Events coming up.

**18th March Trial at Stoneacre**

**25/26/27 May Crystal Palace Sprint**

**Both of these events require helpers, marshals and entries.**

**"The Sevenoaks and District Motor Club 2011 Autotest Awards Night will be held on Wednesday 15th February at The Bell, Kemsing from 8.30 pm, any queries please contact Stacey Thompson on 020 830 02609"**



## Sevenoaks & District Motor Club

Recognised by: The Motor Sports Association United Kingdom. Company Limited by Guarantee. Registration No.91 5882

CHRIS SCUDDER

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E MAIL [chris.scudder@virgin.net](mailto:chris.scudder@virgin.net)

Dear Motorsport Enthusiast

We are pleased to announce we will be returning to Crystal Palace in 2012 for our Motorsport at the Palace event. This will be a 2 day event using some of the original race track and will feature cars from the period including several that raced there along with interesting later cars as well as static displays of classic cars.

The meeting is on Saturday and Sunday 26<sup>th</sup> 27<sup>th</sup> May. This is the weekend before the Bank Holiday as this has moved to the start of June.

There will be a work party on Friday 25<sup>th</sup> May so if you can help out then we would welcome you as we only have one day to get everything in place and many hands make light work.

We hope you can join us for this event and would be grateful if you could fill in the form below indicating which days you are able to help out. We need help selling tickets and programmes, manning the Club stand as well as general marshalling duties around the Car Displays, paddock, start line and return road, If we get lots of volunteers then we can spell people so everybody gets time see some of the track action.

Looking forward to hearing from you soon

**Chris Scudder**

Name \_\_\_\_\_

Address \_\_\_\_\_

Post code \_\_\_\_\_ Phone No \_\_\_\_\_

E- Mail \_\_\_\_\_

FRI

SAT

SUN

## MARSHALS MUMBLINGS

Well the New Year has started and we have a couple of opportunities for you to get those important marshalling points for the speed league and chalky white trophies early before the speed season really starts.

First we have the **Rallye Sunseeker** on Fri/Sat 24<sup>th</sup> /25<sup>th</sup> Feb.

Then we have our trial at **Stoneacre on sun 18<sup>th</sup> March**. This will be a round of the national championship so it will give you a chance to see some of the experts in action.

Our first sprint of the season is at **North Weald is on Sun 1<sup>st</sup> April** so if your car is not quite ready then join us and marshal and see how different people attack the course.

If you can help out or need more information then please contact me at [chris.scudder@virgin.net](mailto:chris.scudder@virgin.net) or phone 07711 078552

**CHRIS SCUDDER**

### TRK Report Tables at back of Magazine

We're starting a new year so it's time for some resolutions. Mine are 1, to waste less time, 2, to volunteer only for those tasks which I can carry out properly, in time and enjoy (which, in fact doesn't eliminate very much) and 3, to enjoy the company of my fellow members and friends.

By now it's too late to let me have your results for 2011 so there's no point in listing those 2011 events of which I've been notified. So it's time to start all over again. For 2012 please add the following to your resolutions list:

- 1) Do more events
- 2) Make sure the car(s) is/are ready well before each event.
- 3) Get your qualification marshalling in early so the season is even more worthwhile than it could be otherwise.
- 4) Send Chin your results as soon as you have them
- 5) Get even more fun from your motorsport.

It's time to say thank to all of you who've sent in results in 2011 and who've helped me and other organisers make our events of all types successful and enjoyable—onwards and upwards despite the present woes of the world.

A very happy, enjoyable and successful 2012 to you all.

**CHIN** See you at the Awards Dinner

## RALLY REPORT

After the excitement of the previous two rallies (crashed and rolled respectively), my next event was the more modest Priestley 12 Car around the lanes of Essex starting from Preston's garage in Writtle. Having not done an event since February, brother-in-law John was a bit rusty on the navigation front and we missed an early PC although in fairness a number of other crews also missed this as it was sneakingly down a tiny slot just before a junction. Fair to say that a certain amount of uncertainty plagued us throughout the event and we missed a couple of boards later on to finish 6<sup>th</sup> overall.

Next up was the Hughes Rally, the penultimate round of the HRCR Clubman's championship and a local event to boot starting at Wrotham Heath. Graham and I have never had a decent result on the Hughes and this year was no different; we just did not really click on the early tests in Mereworth Woods and there was no way back from the time lost here as other crews also sped up during the day. The route this year went down onto Romney Marsh and despite not having been there for a while the roads still looked somewhat familiar. At the first regularity time control we were a massive 48 seconds late and I still don't know why and normally this would have caused us to drop even further down the order but fortunately the organisers allowed you to drop your largest lateness penalty so we had a bit of a let off. Looking at the other regularity times, all but one were single figures and so quite respectable but overall we were a disappointing 24<sup>th</sup> overall and nowhere in class due to classes being amalgamated. With one more round to go we were lying 3<sup>rd</sup> in class for the championship so a good result would be needed on the final round, the Throckmorton Challenge which took place two weeks later.



The challenge for us turned out to be getting to the venue for scrutineering on the Friday evening as traffic was awful but eventually we pulled in to the old RAF Pershore site and after a very swift look at the car we were on our way and ready for the following morning.

This event was new to the championship and differed in that it was based at the RAF site with 5 tests there followed by a regularity section before returning to the base for another 5 tests. There were 15 tests in total and all were different as each was extended for the following runs so we generally knew what to expect on the second and third runs. A change of tyre on the Escort meant that we had less grip than on previous events although this did provide lots of entertaining sideways action... Our test times were fairly reasonable if not outstanding and the regularity time controls were all sited at junctions all of which had the time and distance shown so there were no excuses for getting big penalties! Our penalties on the three regularities outside the base were all less than 8 seconds but the final one ran around the whole of the airfield and caused mayhem amongst the crews with cars going everywhere – there's probably some still out there!



The main problem was that the junctions came up very quickly and with a tulip roadbook if you missed one you were basically doomed.

We took the approach that if we could find the correct route we would be fairly close and so it proved and although the actual penalty was mid-table we had not got lost. At the finish we were extremely pleased to be 15<sup>th</sup> overall and 1<sup>st</sup> in class, our third class win of the year and from the largest class on this occasion. Championship-wise we again finished 2<sup>nd</sup> in class and rued the fact that we had only done 5 events – the planned final round having been cancelled. Still, there's always next year..

Six days later it was back into the 106 for another Chelmsford 12 Car, this time starting up in Suffolk so it was fingers crossed that the Dartford Crossing was behaving itself – it was. John and I were running at car 3 and were somewhat perturbed when the two cars in front had not moved and our time was due so we ignored them and concentrated on what we were doing. A long run between junctions on the first section allowed John to get plenty of the route plotted and for the most part the route was plotted pretty much on the move. Despite this we still managed to run out of time and missed the last time control eventually finishing 6<sup>th</sup> overall again but much more encouraged with the way we had performed.

Two weeks later it was up to Derbyshire for a reunion with Dave Leadbetter in the newly built BMW 318Ti. Newly being the operative word as it was only finished just before the start. Based on an M3 shell a number of the components of the written off car (see October Acorn) the new car felt much more violent although Dave reckoned it handled a lot better. The traditional run around Steve Perez's back yard showed us 12<sup>th</sup> fastest and as this was the first time the car had been driven in anger, things were looking promising. The plan was for a steady run to get our confidence back and generally we managed to achieve this; Dave had to be reined in a bit a couple of times just to make sure we did finish as there had not been time to fit a roll cage but overall he was pretty much on the ball all night. Some rarely-used roads to the west of Sheffield in particular proved very entertaining and apart from a couple of minor over shoots we had a clean run setting some top 10 times on sections. Overall we ended up 10<sup>th</sup> and 3<sup>rd</sup> in class which hopefully we can build on this in the future when the car is fully up to spec.

My next rally was Chin's 12 Car starting from The Bell and had a fairly healthy 11 starters – which was good as there seems to have been a bit of a drop in numbers recently. Reunited with Clive Cooke, we were seeded at car 9 and were hopeful of a reasonable result despite Clive not having driven in a rally for several months. Navigation was straightforward for the most part but the main problem was the amount of fog lurking in the lanes that night which caused problems for everyone. Despite this we were clean until a section around Luddesdown where we encountered a non-competing car and had no choice but to sit behind it for what felt like ages with the net result that we dropped a couple of minutes. The fog made driving very difficult and the potential for missing code boards quite high but fortunately we had no problems. A final short section to the last control was our worst as I took too long to work out the route but we finished 3<sup>rd</sup> overall.

Two weeks later and the Mick Bliss 12 Car in Essex. Prior to leaving the house the travel news was not good as my main route up to Colchester was closed due to a diesel spill but fortunately had cleared by the time I reached the problem area. The rally started only a few miles from where I grew up so at least some of the roads were familiar although after the final control I was surprised to find we were literally on the edge of the village where I was

born. Some good twisty roads were used but the timing was not too tight although no-one cleaned the event. We seemed to take forever to get the route sorted at several controls but despite this did not go OTL and were pleasantly surprised to find we were 2<sup>nd</sup> overall mostly due to finding all of the PCs.

The following night Graham and I were reunited in the Escort for our first proper night event since our foray into Northern Ireland last year. The Tony Watson 20/20 run by CENSUS motor club was a full entry with a good quality entry – at least two ASEM champion navigators present. We were promised some long sections and short sharp ones with navigation to make you think and this certainly was the case. The first section was straightforward but the next involved a couple of LWRs which caused problems for a few people; we dropped a couple of minutes due to the tight nature of the roads but had no major problems otherwise. At the start we had been told not to use any roads that were not shown on the map and whilst this sounded a bit confusing in practice it simply involved going LWR at a junction turning off an A-road although several crews did not do so. Overall the navigation was OK although the final section was potentially time-consuming if you bothered to work it all out as it involved re-numbering grid squares to reach the final control which was already plotted – in fact there was no need to plot as there was only one possible route for the distance. A long wait at the finish for the results was rewarded with our first ever win as we just sneaked it on “furthest cleanest” from second place crew Ben Smith and Matt Clark, both of us having dropped 4 minutes.

And so to one of the most eagerly anticipated events of the year, namely The Preston Rally running again in deepest Suffolk and Norfolk on numerous farm tracks and filed edges. This year I was out with Ed Scott from Chelmsford in his 106 Rallye and we were seeded at 13 which in most years would have been a big advantage. Due to the un-Preston like conditions this year – no real mud, we were struggling to match our seeding on the early sections and did get caught on one section. Ah well, we thought, it’s a long event but unfortunately it was not for us as we had to retire at first petrol after the drive shaft joint decided to come apart; the car was still driveable but not competitively. At least I got further than in 2010!

Last up was Croydon’s 12 Car and with Clive out of the country doing his Christmas shopping Tarna was “persuaded” to drive me around in the 106. Starting from Westerham, the route looped up around Knockholt before crossing the A25, going down through Sevenoaks Weald and then returning via Crockham Hill and Limpsfield Chart to finish at Tatsfield. As ever with Croydon events the navigation required a bit of thought but was generally do-able and included two herringbones in quick succession; one in reverse and the second a mirror image version – not had one of those for a long time. An early wrong slot cost us a few minutes so we were playing catch up the rest of the evening and conditions were becoming increasingly slippery as this is now traditional when Tarna is driving(!) but apart from one “wall of death” moment we got round in one piece. Back at the finish we were pleased to finish 3rd overall and 2nd Expert.

So that’s it from me for 2011. Just a few stats: 28 rallies, 8 different drivers and two different navigators, 7 class wins and two overall wins.

**KEVIN ABLITT**

# **SEVENOAKS & DISTRICT MOTOR CLUB LTD**

## **20/20 RALLY 3<sup>RD</sup> AND 4<sup>TH</sup> MARCH 2012.**

Expert, Novice and Beginners are all welcome.

We aim to provide an enjoyable event for crews of all abilities.

A challenging and interesting route covering approx. 100 miles of The North Downs.

*Come and drive the best lanes in Kent!*

Separate (concise and accurate) navigation for Novice and Expert

Pre-plot or marked map available for Beginners

Awards for Overall Winners, 1<sup>st</sup> Expert, Novice, and Beginner

Start and finish @ Farthing Corner Services, M2 in Kent (MR817 634.5). Easy access for local crews and those from further afield.

Please enter promptly to secure your place and reassure the organisers that the event is viable. Full Supplementary Regs and entry form available on <http://www.sevenoaksmotorclub.com>

### SECRETARY OF THE MEETING:

Paul Wickes  
Jasmine Cottage  
126 The Street,  
Boughton-under-Blean,  
Faversham,  
Kent. ME13 9AP

Tel: 07812603691

Email: [pw Wickes@btinternet.com](mailto:pw Wickes@btinternet.com)

*All offers to Marshall gratefully received!*

## **Three Pigs**

There were three pigs.

The first pig went to a bar ordered a drink and gulped it down and went to the bathroom and then left.

The second pig went to the same bar ordered a drink and gulped it down and went to the bathroom and then left.

The third pig went to the same bar ordered a drink and gulped it down and was just going to leave and the bartender asked if he was going to the bathroom and the third little pig said "No I'm the little pig that goes weee weee weee all the way home"

## **Duckspeed Racing 2011 part 2**

Due to me being not allowed to mention a certain track in South London because apparently I keep going on about it. News to me! So instead I am going to talk about our Mersey adventures with the Vanguard.

In August after further work on the Vanguard we (Dad and I) trailered it from London to home to be a part of the Toys for Boys event in Waterloo in August. It attracted a great deal of attention where it was the 'belle of the ball' shall we say, the Mayor of Sefton even complimented us on how nice it was. After basking in the August sunshine for 3 days the sprint bug hit back and Aintree sprint beckoned

Regaled with the stories of the motor race track at Aintree (1955 and all that) the day of the sprint dawned and you will never guess it was raining. Summer lasts for about 3 days at a time up north you know. This made for interesting nerves for me as I had never driven the car in the wet as fortunately the 2 at a certain other closed race track were both dry. So there it was I had the first experience of driving the Vanguard in the wet around a track I had never sprinted at before and with upgrades I didn't know what effect they would make. These upgrades were anti-roll bars fitted front and rear thanks to Brice at Thompson garages being able to engineer them to fit.

It was a great experience I got faster and more confident as I went through the day and shaved 12 seconds off from slowest to quickest time of the day. The Anti-roll bars were superb as it felt much more responsive and didn't roll as much as before. I was the slowest car there by some margin however I was able to manage 2 extra runs at the end of the day (well I do need the practice).

Due to the Aintree Sprint we were not able to attend the August North Weald Sprint however we hope to be at the April sprint before the event at the end of May. Since then things have developed as I have now started to have driving lessons as well starting to buy some clothing for racing so we are slowly but surely getting there.

Merry Christmas and a happy new year

## **Modified Motor**

Paul was in the pub one night telling his friend how his uncle Trevor tried to make a new car for himself...."So he took wheels from an Porsche, a radiator from a Cosworth, some panels and bumpers from a TR6....""Wow that sounds awesome" interrupted his friend, "What did he end up with?"

Paul replied, "Two years and probation."

## New Years Day Walk

Well what a resilient group Sevenoaks MC are. The new Year's day walk was very well supported by 28 members despite the cold, drizzle which turned to rain and mud. We walked around Penshurst Place and enjoyed great camaraderie. Some were well prepared for the wet but unfortunately some of us had to experience the enjoyable meal afterwards in the Leicester Arms pub steaming a little bit in the warmth of the pub. I was also very pleased that the pub was able to accommodate us all together.

It was good to see Chin who had recovered from his operation. Thank you all very much for supporting this walk and I will ensure it is dry and sunny next year.

### **CHRISTINE BALDERSON**



## **MARSHALLING EXPERIENCE IS REQUIRED**

**\_on Saturday 18th February 2012 for the:**

### **XPart Endurance Road Rally 2012**

In aid of **HELP for HEROES** and **SAAFA** (Soldiers, Sailors, Airmen and Families Association)

The XPart Rally 2012 (formerly the Britvic) will be a highly enjoyable (for competitors and marshals alike) day/night Endurance Rally and the first round of the Endurance Road Rally Championship. Starting early morning on Saturday 18th February 2012 from Bury St Edmunds, the 200 mile day route will be centred around Bury, with over 100 miles of selectifs at various venues in Cambridgeshire, Suffolk, Norfolk and Essex.

This event itself is being run to raise funds for Help For Heroes and SAAFA charity and cannot take place without the support of willing volunteers such as yourselves. We are looking for a large number of volunteers (around 100 at the last count!) to make this event run as smoothly and safely as possible and seek marshals to cover a wide variety of posts from Start or Finish Controls to Passage and Time Controls as well as other duties.

As an incentive there will be a marshals draw - so, if you can come out and marshal with us, you could be a lucky marshal who goes home with more money than they started out the day with!

For those that marshalled last year, you will remember the jovial atmosphere at the rally HQ before and after the event and the same will occur this year. As an added incentive those that marshal during the evening as well as the daytime, then supper will be arranged for you free of charge at the Supper Halt.

If you are willing to come and join us or would like to know more details then please either register on the Chelmsford Motor Club website here:

<http://chelmsfordmc.co.uk/civicism/event/info?reset=1&id=19>

or contact me. It promises to be an enjoyable day - come out and be a part of it!

I look forward to hearing from you,

Samm Keeley  
samm\_keeley@hotmail.com  
07772581624

On behalf of Chief Marshals (Samm Keeley and Ian Mepham) - XPart Rally 2012

## A Return To Rallying?

It all started back in September whilst speaking with a fellow radio ham about cars and motor clubs. It seems back in the mists of time we had both belonged to Blackpalfrey, he (*I think it was Dave Green?— Ed*) in the early 70s and me in the late 60s. There were few names that we could both remember, but my interest was aroused and a quick internet search showed that Blackpalfrey still existed, although it is now known as the Blackpalfrey Motor Club of Kent. An e-mail later and Brian (he who got me into rallying originally) Millen and I were in touch.

Since this was just before the Hughes I arranged a visit to the lunch halt. This also gave me a chance to give a very recently acquired Triumph Stag its first run. When you have been exclusively driving Landrovers for the last 20 years this is an interesting experience. However, the day was fine and driving an open car was a pleasure.

Looking round the car park at the lunch halt it seemed I had never been away; the cars were much the same as the last rallies I was on, although the navigator's office looked as if a degree in chronology and advanced mathematics would be an advantage. The people were just as friendly and willing to chat (thanks to those who did, I really appreciated it) and I learnt enough to know that the sport has changed markedly from the all night thrashes that I remembered - the Harris, Hassel, Hughes, Leadfoot etc.



Having thought it over we took out membership, which we then discovered gave us access to the other clubs under the Weald MC umbrella. Once you are on the distribution list, Brian's very efficient pushing out info from the other clubs lead us to Sevenoaks & DMC's rally school conducted under Chin's watchful eye. It quickly became apparent that I am very rusty and my eyes are nothing like what they were. We also learnt the hierarchy of rallies, Scatter, 12 Car, Clubman's and National B. Either way it was an interesting first refresher and stimulating enough for us to volunteer to marshal on that Friday's 12 car rally.

Come the night, over to the Bell at Kemsing for a very informal signing on and the allocating of a passage control between South Darent and Hartley. A straight forward run passing a TC on the way there but over shooting our PC (my fault for not asking for more info from Nav, aka 'the wife') but we were able to back track, confirm our position, and be set up well before the first car was through. The rest is a bit of a blur, of the cars through our control I only recognised the Morris Minor, and a wrong approach from a Porsche. Closing car came round and gave us the joyous news of sandwiches back at the finish. Lessons learnt....

1. Ask for more info from nav when approaching control point.
2. If you are going to keep a check sheet, come prepared with a proforma printed out.
3. That black coffee still tastes good from a flask after you have been out in the cold fresh air for a while.

Back at the Bell, enjoy the sandwiches and chips, listen to the post event chat, and try to put names, faces, crews etc. together, and wonder if you would like to compete.

The title of this piece is a question, but what of the answer? Well, I enjoyed the outing as a marshal—would I like to compete? Yes, but I am doubtful of my abilities as a navigator, although this should improve with practise. As to driving, well I am still trying to sort the Stag out and a Discovery auto only seems slightly preferable to a Defender 110 - though the wife's 1.8 Pinin could be another matter. Will I compete? Certainly I would like to try 'scatter events' and I am not too worried about from which seat.

Will I marshal again? - I certainly hope so.  
Thanks to all for the return to rallying.

## Les Featherstone

Thanks Les, we hope to see you out again soon, I am organising a Scatter on the 16th Feb, so if you would like to try your hand at that we would love to see you.



**Do you sell  
Antifreeze?**

## Lifing, the FIA, the MSA and Sense

Some of you may have read in the MSA Magazine a few months ago my views on the lifing of safety critical equipment. This was a carefully worded précis of a letter I wrote to the MSA on the use of lifing to determine the condition of seats and seat belts in Stage Rally cars. It was prompted by the changes coming in at the beginning of 2012 following the review some years ago of the Stage Rally technical regulations (known then as the K37 debate; K37 being the rule number in the Blue Book of that time). I'd like to expand my views to you as club motorsport enthusiasts.

What is lifing? The Blue Book rules on seats and seat belts in Stage Rally cars are:

R48.10.4. Have currently FIA Homologated seat belts complying with K.2.1.2 or K.2.1.3 (four or six point).

R48.10.6. Be fitted with front seats that are currently FIA homologated complying with K.2.2, with appropriate seat mountings and Section K Appendix 2 Drawing number 32.

R48.10.6.1. For any vehicle issued with an MSA Competition Car Log Book prior to 1st January 2009, the requirements of R48.10.6. are satisfied until 31<sup>st</sup> December 2012. This is provided that the seat(s) have previously been FIA Homologated and in addition the seats have the appropriate seat mountings in accordance with R48.10.6.

The rule R48.10.6.1 has been enacted just for 2012 in order to allow further debate and evaluation. Colin Hilton, the CEO of the MSA, said "Much of the debate has been fuelled by the absence of definitive data to indicate whether the lifing of parts by time is the best possible way of ensuring safety. We need to look carefully at the research available and perhaps commission new studies, before arriving at a conclusion that is substantiated by fact. I would like to thank everyone for their efforts in bringing this debate to a pragmatic conclusion; I believe that it is a good example of the governing body listening to its members." And I agree with that last sentence.

What is the background to the principle of lifing? We have two bases for the use of this concept, firstly to take account of latest technology and secondly to eliminate old and knackered kit that has lost its important strengths. With helmets the designs can change significantly and are directly associated with international standard testing so there is a case for insisting on a more recent specification. We have seen the upgrading of acceptable helmets to have fire resistant linings. Seats and belts are not subject to the same high level of specification but to an inspection by the FIA only.

The remit of the FIA when making its specification for these items is, firstly, for international competition and, secondly, for use in the regulations for WRC and other international championships. With this in mind the lifing standards are understandable and have a degree of validity as those competitors and cars involved are generally used frequently during each year, are used over arduous terrain and at very high speed and stress and so these components will be very likely to be worn out in five years. In reality most of these competitors replace them much more frequently than five years but the lifing keeps such competitors as our friend Wug Utting safe when their calendars may not require such frequent replacement.

My perspective is that of the ordinary club member who enjoys Stage Rallying with a limited budget and a programme of events which matches that budget. That the safety equipment in the car should take a high priority when building and maintaining the car should go without saying but here comes the dilemma; if the budget is tight and I can afford only four or five events during the year BUT after twenty or twenty five events I have to buy two new seats and two new belts, do I spend a high proportion of the budget on these or not - i.e. do I buy the cheapest or the safest? In this case the lifing of these components is a deterrent to buying the best.

At club level a lot depends on the nature of the life of these components; A 1400cc car used for tarmac single venue rallies will put very much less stress in the seats and belts than an Evo 8 driven competitively on the same number of gravel stage rallies. These items in a car kept on the trailer all year round will find that they deteriorate more quickly than one kept in a warm dry garage. There are of course many other factors which affect the condition, especially of belts which are very reliant on the integrity of the fabric and stitching and I would suggest that, in the light of all the above, for UK club motor sport lifing is not a useful method of ensuring the safety of these components.

So how do we as a sport ensure that our safety criteria are maintained? Firstly we must accept that the buck will always stop with the competitor – if he/she wants to pull the wool over the official's eyes and save a couple of bob then, with the best will in the world, that's always going to happen (see recent MSA publications for instances of phoney seat labels etc.) Lifing doesn't eliminate this but careful scrutineering can. I think that a more detailed log booking system could help a long way in this issue by recording the life and circumstances of all safety critical components, not only in Stage Rallying but in any motor sport where speed is an important part of the competition. At least a record of each event the car has competed on should be kept, perhaps the ability to record any replacement of these parts that has taken place.

In my opinion the lifing of components has no logic or validity at any level of our sport other than perhaps the very top championship level where the regularity and severity of use is a constant. It may be perfectly valid to follow the FIA in the technical specification of these and other items but lifing measures nothing of value.

Please, MSA, move away from always following the FIA as they are legislating on a very different basis to our club sport.

**Chin**

## **The Endurance Road Rally Championship**

The Endurance Road Rally Championship are delighted to be able to announce that registration for the 2012 championship is now open! For 2012 we have a new look championship, a new supporter and new ways for you to get out there and enjoy your motorsport. For full details please head to our website: <http://endurance-rallying.co.uk/> – and don't forget you can keep up to date with the championship on Twitter (@EnduroRallying), Facebook (<http://www.facebook.com/EnduranceRoadRallying>) and Google+ (<https://plus.google.com/104791576762848601106/posts>). Get online and get involved! So get your registration forms in the post soon and we look forward to welcoming you to the opening round of our 2012 championship, the Britvic,

in February. **Dick, Paul, Jamie, Matt & Lizzie**

## VIC ELFORD - The Alfa Year.

Now most of us know our Vice President VIC ELFORD has both SEVENOAKS, and Porsche in his DNA. What some people may not realise is, that Vic was for one year in 1972, a works Alfa Romeo driver. With the FIA banning the great 5-litre sports cars, like the Porsche 917 which Vic drove, for 1972, he suddenly found himself without a drive. This was due to Porsche deciding not to build a new prototype sports car for the new 3-litre class for 1972. They were off to America with the new Can Am 1000hp 917/10 spider with Roger Penske.

Vic signed to drive for the works Alfa team Autodelta, which looked promising after Alfa had twice beaten the works Porsche's, and Ferrari's in 1971. The only problem was the Alfa V8 did not have the power of the latest Ferrari Flat 12 engines for 1972. The first race was in Argentina for the Buenos Aires 1000km. Vic was partnered with fellow ex 917 racer Helmut Marko (now of Red Bull Grand Prix fame) in the latest Alfa T33/TT/3. They were the first works Alfa home in fourth place. Next was Daytona 6 hours rather than the 24, and a more promising third overall for Vic, and Helmut, and first Alfa home. Their next outing was Sebring 12 hours, where they retired.

Then came Vic's home race, the Brands Hatch BOAC 1000km where he had a new co-driver Andrea de Adamich. This new pairing took fourth overall behind two all conquering Ferrari's and their Alfa teammates in third. Due to their power disadvantage, Alfa missed the next two races at Monza, and Spa, and came back at Targa Florio. Vic was Alfa's best bet, and they gave him the latest most powerful V8. He also had another co-driver in Gijs Van Lennep. Vic did not disappoint, being second quickest in practice, just behind the sole works Ferrari. In the first lap of the race Vic was in the lead. This was very short lived as a con rod made a bid for freedom, and left a big hole in the side of the block. All the extra power was too much for it, so Vic coasted into retirement. Meanwhile the sole works Ferrari went on to take a narrow win from a fast charging Helmut in a sister Alfa.

Next was the Nurburgring 1000km at the end of May, over the Whitsun Bank Holiday weekend. Vic had accepted a drive the same weekend from the works Chevron Formula 2 team, as their usual driver, the late Peter Gethin had commitments elsewhere. The catch was the Formula 2 race was at Crystal Palace (the last big international event at the Palace as it would turn out). How this would work was Vic would qualify the Alfa in Germany in the Friday practice, then fly back to Britain for the Formula 2 practice on Saturday at the Palace. Fly back to the Green Hell for the 1000km race Sunday, and then back to the Palace for the Formula 2 race on Monday, as they never had races in South London on a Sunday.

At the Nurburgring Vic had another co-driver German Rolf Stommelen, they finished 11th after the wheel fell off while Vic was driving. He had to stop by the side of the track, and put it back on, then nurse it back to the pits. Crystal Palace was a lot more successful, coming fourth overall in the Chevron B20 BDA, the car's best result of the year.

Le Mans 24 hours was next, and Ferrari did not enter, as they did not think their Grand Prix Type Flat 12 engines would last the distance. So Alfa had a clear run?, no Matra who had spent the whole year just preparing for this one race had entered four cars. For this race Vic was back with his first co-driver Helmut, and they qualified sixth, second best Alfa. In the race the Matra's dominated. Early on Sunday morning Vic was following Jo Bonnier's Lola T280 DFV (which was the fastest car on the track at the time) as they came up to lap a Ferrari Daytona GT car. Jo decided to overtake the Ferrari at a flat out kink which is a very unusual overtaking spot. The two cars touched, Vic managed to slow down, and steer through the cloud of smoke, to park the Alfa safely. He got out, and went over to the Ferrari as it was the first car he could see, to get the driver out, but he had already got out of the burning Ferrari. Jo's Lola was no where to be seen. It had taken off, and its path had been cut through the trees for about 100 yards. The Lola was in many pieces, and Jo no longer with us.

With a heavy heart Vic got back into the Alfa, and continued for a few laps till Helmut was ready to take over. He brought the car in a little later with clutch failure, and the car was pushed away into retirement. Vic admits he was not at all unhappy about this retirement, and I can't blame him. Matra went on to win, the first of three Le Mans victories in a row, while Alfa pulled out of the World Championship of Makes, missing the last two rounds.

Vic had been asked to drive the Doctors Car, at the French Grand Prix at Clermont-Ferrand. It was a Porsche 911 Turbo what else?. On lap 8 of the race they were called out for his Alfa teammate Helmut who was racing in Formula One for BRM. Having qualified a brilliant sixth, he was having his best Grand Prix till now. They came across his car perfectly parked, and found Helmut with a stone in his eye, that had gone through his visor. They rushed him off to hospital, but unfortunately he lost most of the sight in that eye, so ended his driving career, but as we know not his motorsport career.

Vic admits that Jo's death, and Helmut's accident made him feel that he did not want to race full time anymore. For 1973 he formed his own team Ecurie Elford which ran a pair of March-BMW 73S 2-litre sports cars, with not a lot of success, and the team disbanded at the end of the year. Vic did some testing, and racing of the cars. He also raced a Ferrari Daytona at Le Mans, getting his best result there, with a class winning fifth overall. He also did a one off Interserie race at Hockenheim in a mighty 1250hp Can-Am Porsche 917-30, winning overall. What a way to go out.

## Acknowledgements

Vic Elford Reflections on a Golden Era in Motorsports. (No Sevenoaks member should be without one)

Alfa Romeo Tipo 33 The development & racing history. Peter Collins & Ed McDonough.

**CHRIS DENNIS**

## **ST GOUENO HILLCLIMB**

I have once again entered the stunning hill climb at St Goueno in Brittany France, which falls the first weekend in June, the weekend after our own Crystal Palace event.

It's a winding closed 2 mile well surfaced public road, with a mile run down from the pad-dock, & 2 mile return loop all on closed roads. It's well documented on You Tube.

Accommodation can be organized locally by the English speaking arm of the "UK Masters" organizing team, who are mostly Brits who now reside nearby. Not being able to speak French is no problem.

The whole village turns out in support of the event, & there's entertainment & parties every night with a carnival type atmosphere should you choose to embrace it.

Ferries run from Portsmouth to St Malo, it's about 1.1/2 hours drive south.

I know apart from myself Andy Webber and Rob Hulme both Sevenoaks members are entering. In the past Martyn Ellis & David Balderson have also raced there, I'm sure I've overlooked others..

I've attached the press release from John Lloyd in France extending an invitation to SDMC members to come along, and a link to the entry form, along with John's email.

## **Jim Giddings**

### **French Hillclimb Invitation**

La Pommeraye 25/26/27 May 2012

Saint Goueno 1/2/3 June 2012

Once again the organising clubs of Saint Goueno and La Pommeraye have extend a hand of welcome to British and Irish drivers wishing to attempt these world class hillclimbs. The 3.2 km hill of Saint Goueno is situated in the charming Brittany countryside about 90 minutes from the St Malo or Roscoff. Thanks to its 450 volunteers the event is now considered to be the best organised hillclimb in France. The warm Breton welcome and legendary après-piste entertainment makes Saint Goueno unique and an absolute must do. La Pommeraye hill-climb on the banks of the Loire near Angers is famous having the fastest average speed in the French championship calendar, it's 2.6 km of fast sweeping bends are not for the faint hearted. The course runs up through some very atmospheric vineyards and really gets the heart pumping as cars flash under the passerelle and negotiate the esses at over 130mph.

The two events have joined forces to offer drivers the opportunity to take part in the Masters Handicap Challenge. The winner receives a free Saint Goueno entry and accommodation for his family the following year. The competition as bogey time based making it as fair as possible. Last year's winner was Darren Warwick from Guernsey.

Drivers taking part in both events qualify for a discount of 25% making the cost of entry just 105 euro per event which considering the experience and track time you get has to be great value for money! Drivers may enter just one event if they wish. Any MSA driver Licence will do. HANS device not required if driving a pre 1977 car. Entries can be made online at [www.hillclimbfrance.co.uk](http://www.hillclimbfrance.co.uk) [Lloyd.john@wanadoo.fr](mailto:Lloyd.john@wanadoo.fr); For more information please visit the website above or call John Lloyd 0033 02 96 29 92 06

## WEALD MC 12-CAR SERIES ROUND FIVE

Friday 10<sup>th</sup> February 2012

Start & Finish, The Newnham Court Inn, Grid Ref. 178/781570

Sign on from 7:15pm First car starts at 8:01pm

Route on maps 178 D3 and 189 D3

Entries to:

Andy Gibson 70 Grasmere Road Whitstable Kent CT5 3NA

Email [andy@blackpalfrey.co.uk](mailto:andy@blackpalfrey.co.uk)

Offers to Marshal, please contact Brian Millen, 01622 671913 or [brianjmillen@ymail.com](mailto:brianjmillen@ymail.com)

[www.Blackpalfrey.co.uk](http://www.Blackpalfrey.co.uk)

### BOVINGTON STAGES

Bournemouth & District Car Club are please to announce the fourth running of the **BOVINGTON STAGES** on Saturday 17th & Sunday 18th March 2012 – this year the event aims to be bigger and better as we have introduced a two day format, with four stages on Saturday afternoon and a further six stages on Sunday covering in total up to 90 stage miles. For those who are unlucky enough to have to retire on the Saturday you can register for a Trophy Rally which will run on the Sunday.

Also new for this year is a 5% discount for any crew that are both registered as Bournemouth & District Car Club members on or before 17th January 2012.

We have also made arrangements with a local holiday park for anyone looking for accommodation, and this will be a cost of £148 for up to six sharing a lodge for the weekend, which is situated a 15 minute drive away from the venue. So why not come down Friday, relax before the event starts on Saturday. Details for this are in the regs.

The entry fee for the fantastic mileage available is only £245.

Kind regards

*Jannine Loveys Secretary Of the Meeting Bovington Stages 2012*

Tel: 01202 721349 / 07895 032156

email: [jannineloveys@btconnect.com](mailto:jannineloveys@btconnect.com)

## TEAM DB A SECOND OPINION

After reading last months piece by James I felt compelled to give an update on my first year of Sevenoaks club membership and Clio ownership.

As a bit of a rear wheel drive fan I approached Clio ownership with a fair amount of trepidation but a year later I can't speak highly enough of it. The Clio was bought new as a dedicated track/motorsport vehicle so was always going to lead a hard life straight out the box but it absolutely laps it up despite drinking a fair bit of oil (& V power!) along the way! Having been lucky enough to participate in a number of corporate track days in the past I wanted to be more involved in a local club and regular track days in my own car. James had met 7oaks at the 2010 Crystal Palace event so competing in the 2011 CP was the main event for us both and it certainly didn't disappoint with great racing, weather, atmosphere and our respective wives & families turning up to support and enjoying the whole scene. Low point of the year was hitting a deer en-route to a Goodwood sprint and despite trailering the car home and returning in one of my other cars not making the cut off for last practice run, probably safer for the wildlife at least! Interestingly the only passing motorist to stop to see if I was ok was fellow 7oaks member Chris in his MR2 who was competing in the same class, top man and thanks!

Track days in the Clio have surpassed expectations, the car is a great base to learn from and bumping into Andy at a Brands MSV day was insightful and great fun. In fact we seem to bump into other 7oaks members at a number of events including Goodwood revival and a Renault sport track day at Silverstone, it's great to know that other members are out and about enjoying the motorsport game!

So planning begins now for 2012 and I look forward to the 7oaks sprint series and of course Crystal Palace. Renault track days at Le Mans, Spa and Nurburgring and a number of UK dates too. Numerous road trips, further mods to the cars, and most of all some good spirited rivalry within team db and furthering new relationships at 7oaks, thanks for a great 2011!

**JULIAN PRING**



## DO YOU RECOGNISE THESE CREWS?

Answers on page 35



TWO VERY YOUNG  
FACES, HOW THEY  
HAVE CHANGED



THIS IS WORTH  
ENLARGING IN THE  
ONLINE VERSION OF  
ACORN. JUST LOOK  
AT THE HAIRSTYLES.  
HILARIOUS



AND NOW SOME  
OLD TIMERS!!

## **BACK AFTER 26 YEARS – HOW THINGS HAVE CHANGED!**

I was an active member of SDMC back in the late 1970s and early-to-mid 80s until I had to give up motorsport for family reasons. I was very involved – and quite successful – with sprints and hillclimbs in my Escort Mexico (as Chris Judge mentioned in October’s Acorn) and my late wife and I were social secretaries for several years. Now happily re-married and the proud owner of a Subaru Impreza WRX STi, I decided to give motorsport another go and re-joined the club.

So, how have things changed competitively? Well, for a start, the governing body used to be the RAC, now we’ve got the MSA – no difference really; there’s the same level of bureaucracy, it’s just much more expensive, much of the money-making being under the guise of good old Health & Safety. They seem to be doing little to help low-key levels of motorsport except introducing more rules pertaining to expensive safety equipment in road-going cars. Everything tends to be aimed at young drivers with rich, or indulgent, parents.

One example of a rule that’s new since I returned to competing is noise testing on road-going cars. Why, when you’re being drowned out by the sound of small planes taking off and landing (as at North Weald) should the sound of a car make any difference? Most petrol heads are sick of this “green” attitude to noise and atmospheric pollution. At any motorsport event, the noise and the smell of burning rubber is all part of the atmosphere. In my opinion, climate change has nothing to do with whether you drive your car at a sprint or not, it’s called evolution. Yes, we are getting closer to the sun and earth is moving due to earthquakes and so on but there is nothing we can do about it. The end is much more likely to come by some extremist pushing the button.

Having said all that, I’ve enjoyed my foray back into sprinting this past season. I managed five sprints (two at North Weald, two at Debden and one at Brands – yes, I know it was expensive but I have fond memories of when SDMC used to run a sprint there and the pull of nostalgia was too much for me) and am looking to increase the number next year. I have no intention of doing any modifications to the car, other than maybe get it re-mapped and possibly change the tyres. I use it for other things as well, like going on holiday or visiting friends and relatives, so stripping it out and putting in a roll cage are out of the question.

The number of competitors in my class was averaging around five or six last year, which was a bit disappointing, but while I was usually propping up the rest of them in the table, I generally managed to improve on my times with each run which I found personally satisfying. I’m looking to do a few more events this year and keep improving – which is no mean feat at my age of 61!

**DEREK LANE**



**Dear Linda,**

The other day I went up to a local Christian bookstore and saw a "Honk If You Love Jesus" bumper sticker. I was feeling particularly sassy that day because I had just come from a thrilling choir performance, followed by a thunderous prayer meeting, so I bought the sticker and put it on my bumper. Boy, I'm glad I did! What an uplifting experience followed!

I was stopped at a red light at a busy intersection, just lost in thought about the Lord and how good He is ...and I didn't notice that the light had changed. It is a good thing someone else loves Jesus because if he hadn't honked, I'd never have noticed! I found that LOTS of people love Jesus!

While I was sitting there, the guy behind started honking like crazy, and then he leaned out of his window and screamed, "For the love of GOD! GO! GO! Jesus Christ, GO!" What an exuberant cheerleader he was for Jesus! Everyone started honking! I just leaned out of my window and started waving and smiling at all these loving people. I even honked my horn a few times to share in the love!

There must have been a man from Florida back there because I heard him yelling something about a "sunny beach"... I saw another guy waving in a funny way with only his middle finger stuck up in the air. I asked my teenage grandson in the back seat what that meant, he said that it was probably a Hawaiian good luck sign or something. Well, I've never met anyone from Hawaii, so I leaned out the window and gave him the good luck sign back. My grandson burst out laughing ... he was enjoying this religious experience, too!

A couple of the people were so caught up in the joy of the moment that they got out of their cars and started walking towards me. I bet they wanted to pray or ask what church I attended, but this is when I noticed the light had changed. So, I waved to all my sisters and brothers grinning, and drove on through the intersection. I noticed I was the only car that got through the intersection before the light changed again and I felt kind of sad that had to leave them after all the love we had shared, so I slowed the car down, leaned out of the window and gave them all the Hawaiian good luck sign one last time as I drove away.

Praise the Lord for such wonderful folks!

Love,

**Grandma**

## Monte Carlo or Bust for Cookie

After a fantastic 2011, Rally Team GB is extremely excited about 2012.

The launch of Rally Team GB into the World Rally Championship is going to be something very special.

Louise Cook will attack the 2WD Production World Rally Championship and it will be the British Female Rally Champion's largest challenge to date. It is not just the level of driving, but also the major investment required. That said, Rally Team GB are looking for partners to join them in 2012 and various opportunities are available to pledge support and benefit from the fantastic media.

British female Rally Driver Louise Cook from Maidstone is revving up for her most ambitious leap yet. The Kent lady who has only just completed her second full season in the sport has enjoyed great success. Louise became the British Female Rally Champion for 2011 whilst also becoming Vice-Champion in the UK's most competitive one-make rally series, the Fiesta Sport Trophy UK. Louise achieved this despite being against outclassed by the modern machinery of 11 from 13 of her competitors. Louise's debut full season in 2010 saw her collect the BRC feeder series BRCC RC5 Class title and the BRCC Ladies Award.

Louise has never held back on voicing her target to become the first ever female to be World Rally Champion and she is determined to push to the World level without hesitation in 2012.

*"The World Rally Championship has been my aim since the start. The sooner I am on those stages learning and gaining experience, the better"* said Louise.

*"The scariest thing is the non appearance fine, if I do not make it to any one of the rounds, I face a fine from the FIA of over £20,000 and the loss of my rally license until it is paid, I would literally be bust!"*

To achieve her aspirations to become the first female to become World Rally Champion, Louise will eventually have to find a budget of £5 million for a season in the sharp end in a modern WRC machine. That is a budget over 100 times that of her 2011 British Rally Championship campaign.

In the mean time Louise needs to find £100,000 of support to find her feet on the first rung of the WRC ladder for 2012, no mean feat indeed.

*"It is a huge amount to find, I might have to replace my race boots with roller skates to get around a lot more industrial estates and try to get businesses support. There are a lot of nice people in Britain and any amount of support soon adds up. In the WRC we can offer a lot more opportunities for partners being in the world's top flight, all be it the bottom rung of the ladder for now."*

Louise successfully funded a large part of her 2010 and 2011 seasons through her promotion 50 campaign. Louise managed to raise the support of 300 companies, each contributing £50, and the relative cost of a couple of boxes of A4 paper. 2011 saw 66 of them winning large placements on her Fiesta rally car on the British Rally Championship rounds. For 2012, and with triple the budget to find, Louise hopes others will join her 300 supporters and have their own chance to get their brand out to millions of rally spectators and fans. Louise urges all business's to take a look at [www.cutecookie.co.uk](http://www.cutecookie.co.uk) and get in touch.

Louise's first round is the World Rally Championship opener, the famous Rallye Monte Carlo.

The Monte organisers have warned WRC crews to be braced for an early shock to the system. The 2012 event compared to 2011 will feature an additional 100 competitive kilometres and an extra 240 kilometres of liaison, making it the longest Rallye Monte Carlo since 1995. The asphalt event, which returns to the WRC calendar following a three-year absence, will get underway in the Champ de Mars in Valence, the capital of the Drome region of France, on Tuesday 17 January 2012. Wednesday will feature the classic stages in the south of the Ardeche, Thursday's route takes in northern parts of the Ardeche and Haute Loire and on Friday crews will head south to Monaco. The Saturday action will resume for the final loop of stages based in the hills above Monte Carlo, including two runs over the infamous Col de Turini. The event will then conclude on the morning of Sunday 22 January with the Power Stage held between Sainte Agnes and Col de la Madone followed by the traditional prize giving, held on Sunday afternoon at the Place du Palais the official residence of the Prince of Monaco.

Automobile Club de Monaco said "With a total of 17 stages, including 433 kilometres timed and 1246 kilometres connecting roads, this Monte Carlo Rally is certain to uphold the long tradition of a highly challenging course, requiring great endurance on the part of drivers and vehicles alike."

### **Rally Team GB's 3rd Driver Search**

Rally Team GB has launched a campaign to encourage more people into rallying in the UK. The unique 3rd driver search is being carried out through the teams Facebook page: <http://www.facebook.com/RallyTeamGB>

The competition is generating a high level of interest from the general public and is bringing fresh faces into the sport.



**STEFAN DAVIS**

As some of you know I moved abroad last year so motorsport involvement was minimal, I gave up running my kart and car drivers and passed them on to colleagues to look after, I did manage to attend a meeting at Snetterton where Claire was competing in a fiesta race, the sports 2000's were also there so that killed two birds with one stone, I managed to attend two super one rounds to see how things were going there, I competed in the Alderney speed weekend and ran a car in the Portimao historic festival and that was it.

## Alderney

This year marked the 20th anniversary of motorsport in Alderney and as such there was a three day meeting, one sprint and two days at the hillclimb, I arrived at Gatwick on the 12 th September and stayed at Hales house overnight in my accommodation in England and left early the next morning for Guernsey, no problems with flights or journeys which is a first for that time of day. I was greeted at Guernsey airport by Chris Guy where we drove to the yacht club for a bite of lunch and catch up on how things were going, I had been warned the car was a bit down on power but the handling and everything else was fine but chatting it through I found the situation worse than I thought, the good news is that there is a spare engine in the truck, thanks.

A good night sleep at Chris's house and a bit of chilled out morning and we were back down the airport for the flight to Alderney, now the Trilanders that do the island hopping are far from new and every time I go on one I wonder if it is going to make in one piece, no chance of chatting as soundproofing hadn't been invented i don't think but you do get the booklet and sickky bag, sometimes needed I hasten to add, a good flight and landing and then the luggage collection area, a wooden board sloping from ground level to where you stand, if you are quick you can catch your bag before it hits the ground, first reaction test I think. We walked into town and found the house we had rented, a traditional cottage with two bedrooms and roomy, comfortable lounge with a kitchen on the back, I noticed that Chris was measuring up the lounge by eye and then it transpired that our friend Stuart had got a late entry and was staying with us, this would make things a bit cramped but never mind as its only a couple of nights and will help with expenses, Stuart had the mattress on the lounge floor with front door next to him, not very warm at night at that time of year.

Thursday dawned bright but chilly and the brisk walk to the quayside to get the car warmed us up, a steady run to the sprint course found the paddock area packed, the cars without reverse gear are generally placed as close to the start as possible to ease congestion and save a lot of pushing, we arranged for some transporters to be moved and squeezed in as best we could and unloaded the car, it started first time which is unusual but sounded horribly flat and disinterested in doing even vaguely fast but we got scrutineered and prepared for our practice run, what a disaster, handling and brakes etc. all fine but the local school bus would have been quicker, we had our practice runs and we agreed we would need to do something about it, a look round found nothing amiss so we decided to do one timed run each and reassess the situation.

For my first timed run I decided to throw caution to the wind and see just how far off the pace we were, well I changed from 4th to 5th halfway round a fast right hander and it didn't step out of line or anything, bearing in mind we have a flat shift I know from experience what should happen, Chris did his run with the same results so the decision was made to change the engine as we still had two days to go, that engine didn't go on the level so the chances of it going uphill was slight.

We moved the car to a piece of grassland at the back of the paddock and got the spare engine from the truck, I asked Chris about the engine and he admitted it was an unknown quantity but should be ok as it was 'ok when we took it out mate', I thought this was ominous but agreed to carry on while he went off marshalling for the afternoon, after about an hour using improvised tools I got the engine out with a little help from some of the bikers to lift it only to discover that the fittings on the water and oilways were different, time to engage the brain and with a bit of improvisation and some extraneous spares we had brought with us get to the position where all the coolants and lubricants should stay separate, the engine was refitted and wired up to the existing loom, everything connected ready to go so away we go, might even get a run in to try it out, no chance, would it go, no way. I have been here before and knew that Honda wiring looms seem to vary according to the day of the week and then racers get hold of them and modify them so no chance, where's the meter to check the circuits, Guernsey, that's handy, a search of competitors found an electrician using his work van as transport so I now had a meter and lots of wires to go through as I needed to ensure the charging circuit as well as the ignition circuit was working, fortunately Simon at Sileck had made us up a small conversion loom that has always bailed us out on such occasions but not this time, after a considerable amount of modifying modifications I managed to get the car fired up with everything working but alas the course had closed as the timing equipment etc. had to be moved across the island for the hillclimb the next day, the car was loaded onto the truck to be taken down to the hillclimb where it was almost dusk by the time we got there, nowhere in the paddock so we dumped it on the common land to be sorted out the next day.

Friday dawned bright and sunny, a brisk walk across the island to the hillclimb blew the cobwebs away, we found a corner of the common land bordering on the road so parked up and off loaded the car, a quick spanner check of everything that had been touched, recheck the levels and we are ready to start up, no chance, clunk is the best I got, recheck the wiring, battery, isolator etc. and still just a clunk, ok bridge the solenoid and away we go, strange it was ok the day before, no chance to do anymore as practice had started so the engine cover was left off and a screwdriver wedged and taped behind the seat so it could be started at the top paddock. I went first for my practice run and took it steady checking everything was alright, no dramas and got to the top alright, a push start got me going for the run back down where Chris was eagerly waiting his turn, we rechecked everything we had time to check and I suggested a steadyish run for Chris, No Chance, warmed the tyres and left the line like he stole it, a very respectable time for a practice run and no problems.

Lunchtime arrived and Chris had his head in a large plastic box of spares eventually hauling out a solenoid, I proceeded to change the unit and then came the time to try it, another clunk, bridge the terminals and away we go, it transpires he had found it in the garage and put it in the box, there is a moral here, if you take spare parts make sure they work. I couldn't get my head in gear for the afternoon so went off marshalling reckoning that the next day would be trouble free and I could concentrate on the driving, we finished well ahead of our rival but nowhere near as quick as we should have been.

Saturday dawned cold and wet, not a good day for hillclimbing, it wasn't wet enough for wets and wasn't dry enough for slicks, we elected to run slicks on a soft setting and put some wing on and see how we got on, well a big tank slapper on my first gentle run did the confidence no good at all but it was the right choice as the other competitors had similar problems, the hill never came good all day but I was only just behind Chris and said I would give it one final go to try to beat his time, the hill record was too far away but I thought I would try to salvage something, I got a good start and the esses were fine except it started misfiring on the exit and the engine stopped some yards before the line, oh no not another problem to solve, the long and short of it is that Chris had turned the fuel pump off so his time stood as class winner, I was running on what was in the float chambers, a good job he is a very good friend, we had a laugh and helped take the hill down, the engine by the way is a good unit but unfortunately circumstances went against us.

The prize giving went well and a good flight to Guernsey the next day saw us back in time to get the car from the docks and unload it, needless to say I have left a long list of 'to do' jobs before this season.

## **JOHN KEMP**

### **HI, here are the final positions in the Sevenoaks rally championships, roll on 2012-**

#### **STAGE DRIVERS**

Nigel Mummery 153  
Matt Endean 55  
Suze Endean 31  
Iain Gibson 28  
Vince Wheeler 5

#### **STAGE CO-DRIVERS**

Russ Burton 92  
Suze Endean 55  
Matt Endean 31  
Andy Gibson 28  
Glyn Williams 5

#### **ROAD DRIVERS**

Graham Child 143  
Matt Endean 103  
Suze Endean 72

#### **ROAD NAVIGATORS**

Kevin Ablitt 239  
Andy Elcomb 26

#### **IAIN GIBSON**

## ACORN ON TOUR



I think you just missed the boat!



No not even F1 cars Signor!



That Centurion's just  
pinched my Acorn!



It's a bit cold here, I off to  
Africa

**2011 / 2012 COMPETITION CALENDER**

DATE	EVENT	ORGANISING CLUB / CONTACT	LOCATION	STATUS
10 Feb 12	12 Car Rally	Blackpalfrey: Contact Andy Gibson, Tel 01227 792740 andy@blackpalfrey.co.uk	Kent	CS
11 Feb 12	South Down Stages Multi-use Stage Rally	Bognor Regis MC: Contact www.southdownsstages.co.uk	Goodwood	CM
12 Feb 12	Regularity Run	Blackpalfrey: Contact Andy Gibson, Tel 01227 792740 andy@blackpalfrey.co.uk	Kent	CS
<b>16 Feb 12</b>	<b>Scatter</b>	<b>SDMC: Contact Sue Jessop, Tel: 01634 250888 suesiw.7oaksacorn@gmail.com</b>	<b>Kent</b>	<b>CS</b>
16 Feb 12	12 Car	Bognor Regis MC: Contact Lil Miles bognorregis- motorclub@hotmail.com	Sussex	CS
18/19 Feb 12	Xpart Endurance Rally	Chelmsford MC: Contact Tony Michael Tel: 01245 466994 or www.chelmsfordmc.co.uk	Suffolk	NB
24 Feb 12	12 Car	Sporting CC of Norfolk: Contact Howard Joynt, Tel 07917 060052	Norfolk	CS
24/25 Feb 12	Multi-venue Stage Rally	Southern Car Club Contact: www.rallyesunseeker.co.uk	Rallye Sunseeker	INT/NA/NB
26 Feb 12	12 Car	Eastbourne & RAM MC: Contact Derek Webb, Tel 07818 206265. Rye.racing@vigin.net		CS
<b>3 Mar 12</b>	<b>20 / 20 Rally</b>	<b>SDMC: Contact Paul Wickes, Tel: 01227 750990 pwwickes@btinternet.com</b>	<b>Kent Map 179/189</b>	<b>CS</b>
4 Mar 12	March Hare Classic Reliability Trial	Falcon MC: Contact www.classictrials.co.uk	Hertfordshire	NB/CS
<b>9 Mar 12</b>	<b>12 Car Rally</b>	<b>SDMC: Contact Chin, Tel: 01732 823132 chin@btinternet.com</b>	<b>Kent</b>	<b>CS</b>
11 Mar 12	Regularity Run	Blackpalfrey: Contact Andy Gibson, Tel 01227 792740 andy@blackpalfrey.co.uk	Kent	CS
15 Mar 12	12 Car or Scatter	Bognor Regis MC: Contact TBA see www.bognor- regis-mc.co.uk	Sussex	CS
16 Mar 12	12 Car Rally	Bexley LCC: Contact Glyn Williams, Tel 01622 715018 wilcat@btinternet.com	Kent	CS
<b>18 Mar 12</b>	<b>Car Trial</b>	<b>S&amp;DMC: Contact Clive Cooke, Tel 01732 353814 clive.v.cooke@virgin.net</b>	<b>Stoneacre Farm</b>	<b>CS / Nat B</b>
18 Mar 12	12 Car	Eastbourne & RAM MC: Contact TBA see www.eastbourneandrammc.co.uk	Sussex	CS

## Glasgow Garage

This is a true story of a garage owner in east Glasgow who gave his dog a haircut. He was sick and tired of thieves breaking into his garage shop to steal tools. So he gave his dog a haircut.

He put the word out that he had a new Mexican Lion that would attack anyone that tried to break in or climb his fence.

Would-be thieves saw the *Lion* from a distance and fled the scene.



**The dog is probably trying to figure out why his head is so hot and his body is so cold.**

### **SARAH LANE**

A TVR owner is having dinner in a fancy restaurant and there is a gorgeous brunette sitting at the next table. He has been checking her out since he sat down, but lacks the nerve to talk with her.

Suddenly she sneezes and her glass eye comes flying out of its socket towards the man. He reflexively reaches out, grabs it out of the air, and hands it back. "Oh my, I am so sorry," the woman says as she pops her eye back in place. "Let me buy your dinner to make it up to you."

They enjoy a wonderful dinner together, and afterwards the woman invites him to the theatre followed by drinks. After paying for everything, she asks him if he would like to come to her place for a nightcap...and stay for breakfast the next morning.

The next morning, she cooks a fantastic breakfast with all the trimmings. The guy is amazed! Everything had been incredible! "You know," he said, "you are the perfect woman. Are you this nice to every guy you meet?"

"No," she replies..... "You just happened to catch my eye."

## A year of Gymkhana's

2011 saw four CMC Gymkhana's – all very different in style and approach. But they all remained true to the Gymkhana theme of a great day's motorsport for minimum cost. They are a great chance to practice for other events and swop seats and navigate too. There is also a competitive element to them too... well it is called *motorsport!* As well as the event results there is also a CMC Gymkhana Championship – which based on class position means anyone can win it. Here is an account of all four events.... Taken from my blog on [www.mattendean.co.uk](http://www.mattendean.co.uk)

### **Round 1 – Motex Gymkhana**

We had a good run all day and finished up 7th overall and 1st in class, which is a great result considering we were only beaten by cars with both a) more power and b) a much better selection of tyres (Toyo R888's or Yoko A048R's) rather than the assembled collection of Umbongo's that we were running :) Results are available here <http://chelmsfordmc.co.uk/Gymkhanas/Motex11>

### **Round 2 – Javelin Jumbo Jymkhana (JJJ)**

Here are the Gymkhana results.... :- <http://chelmsfordmc.co.uk/Gymkhanas/JJJ11>

We finished 5th overall & 1st in class, taking the class win by 48seconds and one fastest test time :)

### **Round 3 – Rover Centre Gymkhana**

We (Lizzie Pope) and I finished up 13th overall (out of 66 starters) and 2nd in class.

The day started off well and we were lying 4th overall at one point. However I had to change the front tyres at lunch time and the replacement tyres were nowhere near as good :( Also I clipped a couple of cones (well moved about 100m one!) which added on some penalty times which in the end cost us the class win by 1 second. It was good to be battling with David Lobb in the Nova SRi all day - I just wish I had spotted him moving up the results sooner. I would have pushed on harder on the last few tests rather than the last test.....

Also I had a good run with Cath Woodman in 'FLY' the MkII Escort which was very was a great fun. Cath was very committed and did well and with my attempts of map reading we got round and had fun and ended up 16th overall.

This leaves the CMC Gymkhana championship tied again going in to the last round in November with Tony Clements in the Civic Type R. If we tie again who knows what will happen !!!!

Full results can be found here <http://chelmsfordmc.co.uk/Gymkhanas/Honington2011>

## **Round 4 – Woodbridge Gymkhana**

Going into this round I was tying for the CMC Gymkhana Championship lead with Tony Clements. So it was going to be a tight fight for the championship. Each of us had to win our class to try and ensure our chances. I was back out again with Lizzie Pope on the maps.

The day started well on some very slippery tests due to overnight mist/rain, with a high seeding (No. 8) we were cleaning the way for later runners. But that's the way it goes. At the end of the first loop of test I had a 3 second class lead, nothing in reality and all to play for. The second loop of tests were different from the first ones and this meant it was a real test of the navs and although we had a few minor moments of 'where do we go now', it went well and the Yoko's were working well now on the drier surface, it also allowed the greater power from the Emerald ECU to show through.

At lunch I had about a 25 second class lead over James Newbold in his Corsa, however Tony Clements was lying 3rd in class so it was important to keep the momentum going.....

The last three tests went really well and we got in to a very good rhythm and set some good times including one 2nd fastest test time overall :)

At the end of the day I finished 45 seconds clear of James for the class win and 6th overall. Tony finished 2nd in class to Mark Andrews who was very close to taking the event win. So this meant that I had won the CMC Gymkhana championship :) Suze (my Wife) was out double driving with her Dad in his Rover 214 in Class A1 and Suze did an excellent job to take the class win by over a minute - well done :)

## **MATT ENDEAN**

### **DID YOU WORK OUT WHO THEY WERE?**

1st Picture is Andy Elcomb and Daren Hall on The Preston 2003

The 2nd and 3rd pictures are From Tim

I came across an old photo, which makes for a nice 'then and now'.

The first photo is Paul Wickes and me (Tim Loftus) on the Cascade in May 1983 (both aged 19). A catastrophic Avenger MOT failure in 1985 ended our career then. Then a combination of jobs, girlfriends, mortgages, wives, businesses, children and house extensions kept us both away until 2008.

The other photo is a slightly less youthful us on the 2009 Marsh Tour 20/20 – our first outing for 24 years.

## **TIM LOFTUS**

## TRK Report

To wind up 2011 before we all get started on 2012, here are the full tables and a list of award winners. Don't let the mammoth leads in a couple of lists by Andy Webber

### Rose and Crown Trophy

Member	Points
Kevin Lower	581
Daren Hall	538
David Balderson	505
Andy Webber	390
Chris Fulke-Greville	385
Chris Penfold	370
Darren Clayden	365
Darren Tyre	352
Glyn Williams	314
Chris Judge	310
Martyn Ellis	298
Jim Giddings	290
Andy Elcomb	278
Graham Pryme	278
Paul Wickes	274
Matthew Randle	260
Jason Andrews	260
Ross Martin	240
Jeffery Wiltshire	235
James Smith	231
Jon Miles	228
James Kelly	225
Sue Jessop	224
Russell Giddings	214
Colin Robbins	211
Adam Snow	205
James Silk	205
Adrian Miles	200
Andy Laing	189
John Aitkenhead	184
Nick Powter	184
Barney Lower	182
Michael Druce-Smith	180
Stephen Stringer	176
Simon Taylor	174

Steve Fox	168
Kevin Ablitt	165
Suze Endean	158
Tim Loftus	147
Julian Pring	146
Andy Davies	143
Matt Endean	143
John Hewat	140
Ritchie Gatt	140
Roy Dawson	140
Andrew Foyle	134
Bob Hoare	131
David Loveys	130
Mark Dolton	130
Kirby Boggis	130
Martin Ellis	130
Andrew English	130
Peter Vlasak	130
Clive Letherby	130
Robert Grigsby	130
Chris Alston	130
Trevor Griffiths	130
Dave Cook	127
Brian Sharpe	127
Matthew Helm	126
Rosie Snow	125
Don Scales	121
Robert Sharpe	118
Darren Russell	117
Derek Pearce	114
Alan Springett	114
Michel Deldon	108
Stephen Thompson	108
John Davies	105
James Hall	102
Tracey Niel	100
Matt Oliver	98
Mike Knapman	98
Rob Russell	98
Chris Beresford	96
Billyn Kavanagh	95
John Devereaux	93
Austen Laing	91
Toby Cook	90
Robert Chambers	87

Rose and Crown— cont.

Clive Scott	87	Tony Gomis	43
Christopher Wilks	87	Robert Fryer	42
Andy Gay	87	Tarna Ablitt	41
Stephen Lock	78	Ross Belcher	40
Clive Cooke	76	Yvette Knight	40
John Potts	76	Dick Athow	40
Roger Hodgson	74	Jim Bryant	40
Robert Cobden	72	Mark Brown	39
Andrew Lovett	72	Sophie Snow	37
Jonathan Loftus	71	Isabel Loftus	37
Tony Mabb	69	Jill Russell	37
Ed Taylor	65	Iain Black	35
Dick Owens	65	Joe Hickerton	34
Ken Young	65	John Symes	34
Geoff Jackson	65	Jason Nind	34
Peter Heron	65	Jo Hodgson	33
Robert Martindale	65	Neil Clayden	33
John Sutton	65	Tim Gourmond	33
Bill Oliver	65	Gerald Rolston	33
Julie Clayden	65	Brian Wray	33
Dennis Belcher	62	Richard Scotchmer	33
Chris Smith	59	Sam Williams	30
Christine Balderson	58	Ann Snow	29
Ian Wright	58	Phil Bailey	29
Paul Gardner	57	Andrew Jackson	28
Wayne Ellett	55	Shelly Albrow	27
Chris Scudder	54	André Layne	26
Charlotte Golding	52	Michelle Humphries	24
Colin Billings	51	Judy Cooke	24
Martin Ockenden	51	Nigel Mead	23
Chin	51	Rosemary Mead	23
Jim Corby	50	Terence Kitson	22
Lewis Howard	49	John Ede	20
David Townshend	49	Simon Greenwood	17
Steve Howard	49	Robert Wadsworth	16
Patrick Bridger	49	Tony Short	14
Andrew Actman	48	Genie Manterfield	13
Richard Wickes	48	Libby Giddings	12
Greg Symes	47		
Kevin Walford	46		
Derek Lane	44		
Christopher Knapman	43		

Rose & Crown cont.:

Simon McCarthy	10
Russell Burton	10
Rees Thompson	10
Philip Fawcett	10
Gary Collins	10
Danni Murray	10

**Total Scorers—166**

### **Tyrrell-Fleming Speed Trophy**

<b>Member</b>	<b>Points</b>
Andy Webber	1949
Andy Gay	715
Chris Fulke-Greville	575
Jason Andrews	572
Jeffery Wiltshire	389
David Balderson	299
Darren Tyre	290
Bob Gibson	260
Kevin Lower	241
Martyn Ellis	217
Jim Giddings	212
Michael Druce-Smith	193
Stephen Stringer	146
Graham Pryme	135
Iain Gibson	130
Ritchie Gatt	130
Steve Hall	130
Russell Giddings	130
Jim Bryant	108
James Smith	104
Ross Martin	98
Chris Judge	87
Nigel Mummery	87
Tracey Niel	68
Derek Lane	66
Howard Lester	65
Michel Edwards	65

Tyrrell-Fleming Speed cont.:

Mike Knapman	52
Clive Letherby	43
Jeffrey Bryant	35
David Loveys	26
James Silk	24
Robert Nicholls	10

**Total Scorers—33**

### **Tyrrell-Fleming Non—Speed Trophy**

<b>Member</b>	<b>Points</b>
Kevin Ablitt	1056
Matt Endean	745
Daren Hall	648
Suze Endean	544
Graham Child	491
Kevin Lower	417
Russell Burton	365
Andy Elcomb	358
Chris Judge	313
Barney Lower	285
Brian Sharpe	271
Toby Cook	259
Zach Lower	232
Dave Cook	230
Sue Jessop	186
James Smith	182
Nigel Mummery	180
Tim Loftus	160
Paul Wickes	160
Glyn Williams	146
Clive Cooke	146
Ann Cook	142
Nick Powter	136
Chin	117
Andrew Gibson	96
Iain Gibson	96
Tarna Ablitt	82
Robert Sharpe	80

Tyrell-Fleming Non-Speed cont.:

Ross Belcher	74
Dennis Belcher	72
Judy Cooke	63
Andy Laing	45
Richard "Archie" Pelling	40
Sam Williams	31
Ted Holloway	30
Stephen Stringer	30
Austen Laing	30
Adam Snow	30
Chris Scudder	27
Rosie Snow	20
Matthew Helm	20
David Balderson	20
John Loftus	16
Colin Billings	15
Michelle Humphries	10
Steve Howard	10
Philip Fawcett	10

**Total Scorers—47**

**Basil Tye Trophy**

<b>Member</b>	<b>Points</b>
Kevin Ablitt	58
Kevin Lower	58
Andy Webber	57
Daren Hall	50
Sue Jessop	41
David Balderson	40
Chris Judge	37
Andy Elcomb	36
Barney Lower	30
Glyn Williams	29
Chris Fulke-Greville	29
Matt Endean	28
Paul Wickes	28
Darren Tyre	27
Suze Endean	26

Basil Tye cont.:

Andy Gay	24
Darren Clayden	24
Tim Loftus	24
Tracey Niel	22
Adam Snow	22
Brian Sharpe	22
Jason Andrews	21
Jeffery Wiltshire	21
James Smith	21
Chris Penfold	20
Clive Cooke	19
Graham Pryme	18
Nick Powter	18
Toby Cook	18
Graham Child	17
Dave Cook	16
Chin Chinnery	16
Jim Giddings	16
Michael Druce-Smith	15
Stephen Stringer	14
Zach Lower	14
Ann Cook	14
Martyn Ellis	14
Robert Sharpe	14
Russell Giddings	13
James Silk	13
Derek Lane	12
Andy Laing	12
Rosie Snow	12
Ross Martin	11
Billyn Kavanagh	10
Dennis Belcher	10
Nigel Mummery	9
Mike Knapman	9
Bob Hoare	9
Russell Burton	9
Steve Fox	9
Clive Letherby	9

## Basil Tye cont.:

Matthew Helm	8
Julian Pring	8
Julie Clayden	8
Jim Bryant	8
James Kelly	8
Austen Laing	8
Stephen Thompson	8
Tarna Ablitt	7
Judy Cooke	7
John Aitkenhead	6
Andrew Foyle	6
André Layne	6
Jonathan Loftus	6
Andy Davies	6
John Potts	6
Iain Gibson	6
Simon Taylor	6
Chris Scudder	6
John Davies	6
Ritchie Gatt	6
Alan Springett	6
Colin Robbins	6
Steve Howard	6
David Loveys	6
Sophie Snow	6
Don Scales	6
Sam Williams	6
Adrian Miles	6
Michelle Humphries	6
Bob Gibson	6
Matthew Randle	6
Paul Gardner	6
Mark Brown	6
Ross Belcher	6
Jon Miles	6
Yvette Knight	4
Ann Snow	4

## Basil Tye cont.:

Robert Fryer	4
Colin Billings	4
Jim Corby	4
Shelly Albrow	4
Philip Fawcett	4
Roy Dawson	4
Richard "Archie" Pelling	4
Tony Mabb	4
Christine Balderson	4
Lewis Howard	4
Stephen Lock	4
Kevin Walford	4
Dick Owens	3
David Townshend	3
Derek Pearce	3
Christopher Knapman	3
Andrew Actman	3
Darren Russell	3
Steve Hall	3
Clive Scott	3
Christopher Wilks	3
Chris Smith	3
Tony Gomis	3
Chris Beresford	3
Chris Alston	3
Tony Short	3
Charlotte Golding	3
Brian Wray	3
Trevor Griffiths	3
Wayne Ellett	3
Terence Kitson	3
Andrew Jackson	3
Andrew English	3
Richard Scotchmer	3
John Sutton	3
Bill Oliver	3
John Hewat	3

Basil Tye cont.:

Phil Bailey	3
Kirby Boggis	3
Ian Wright	3
Mark Dolton	3
Rob Russell	3
Martin Ellis	3
Peter Vlasak	3
Peter Heron	3
Matt Oliver	3
Patrick Bridger	3
Michel Deldon	3
Michel Edwards	3
Andrew Lovett	3
Robert Wadsworth	3
Gary Collins	3
Geoff Jackson	3
Gerald Rolston	3
Howard Lester	3
Iain Black	3
Ken Young	3
Roger Hodgson	3
John Devereaux	3
James Hall	3
Jo Hodgson	3
Robert Nicholls	3
Robert Martindale	3
Robert Grigsby	3
Robert Cobden	3
Jeffrey Bryant	3
Jill Russell	3
Robert Chambers	3
Ed Taylor	3
Andrew Gibson	3
John Symes	2
Tim Gourmond	2
Ted Holloway	2
Simon McCarthy	2

Basil Tye cont.:

Simon Greenwood	2
Richard Wickes	2
Rees Thompson	2
Neil Clayden	2
John Ede	2
Libby Giddings	2
DanniMurray	2
John Loftus	2
Joe Hickerton	2
Jason Nind	2
Isabel Loftus	2
Greg Symes	2
Genie Manterfield	2
Dick Athow	2
Martin Ockenden	2

**Total Scorers—179**

### **Mark Dawson Memorial Trophy**

<b>Member</b>	<b>Points</b>
Chris Judge	78
David Balderson	105
Daren Hall	113
Kevin Lower	116
Andy Elcomb	122
Sue Jessop	141
Jason Andrews	153
James Smith	156
Iain Gibson	161
Glyn Williams	167
Darren Tyre	171
Russell Giddings	172
Martyn Ellis	174
Andy Webber	178
Graham Pryme	183
Stephen Stringer	183
Andy Laing	190
Andy Laing	190
Jim Giddings	192
Chris Fulke-Greville	208
Paul Wickes	222

## Mark Dawson cont.:

Suze Endean	223
Clive Cooke	224
Jeffery Wiltshire	224
Matt Endean	226
Tim Loftus	234
Chin	237
Kevin Ablitt	238
Ross Martin	239
Nigel Mummery	240
Barney Lower	242
Michael Druce-Smith	245
Clive Letherby	249
Clive Letherby	249
Chris Scudder	250
Nick Powter	254
James Silk	259
Ritchie Gatt	260
Adam Snow	264
Roy Dawson	269
Brian Sharpe	270
Colin Billings	270
Dave Cook	272
Derek Lane	274
Graham Child	277
Darren Clayden	278
David Loveys	279
Andy Gay	285
Robert Sharpe	291
Toby Cook	291
Steve Fox	295
Matthew Helm	301
Mike Knapman	301
Rosie Snow	301
Colin Shipway	305
Chris Penfold	306
Bob Gibson	308
Brian Kirby	309
Christine Balderson	309
Sam Williams	309
Stacey Thompson	310
Chris Dennis	312
Andy Foyle	313

## Mark Dawson cont.:

Zach Lower	313
Julie Clayden	314
Austen Laing	315
Steve Pattinson	315
Ian Crocker	316
Matthew Randle	316
Steve Hall	317
Philip Fawcett	318
Russell Burton	319
Sarah Lane	319
Jon Miles	321
Tracey Neil	321
Ann Cook	322
James Kelly	322
Steve Hatton	322
Andrew Gibson	325
Colin Robbins	325
Keith Crocker	325
Howard Lester	326
Anthony Scotchmer	327
Michel Edwards	327
Adrian Miles	328
Jeffrey Bryant	330
John Aitkenhead	330
Dennis Belcher	331
Andrew Neil Gibson	333
Richard "Archie" Pelling	333
Robert Nicholls	333
Andy Kilby	334
Peter Johnson	335
Simon Taylor	335
Ted Holloway	335
Kerry Simmonds	336
Ben Webber	339
Julian Pring	340
Karen Webber	340
Steve Howard	340
Andy Davies	341
Ralph Travers	341
David Stevens	342
Bill Shewan	343

## Mark Dawson cont.:

John Hewat	343
John Loftus	343
Hazel Shewan	344
Roger Sawyers	345
Andrew Foyle	346
Neil Phillips	346
Bob Hoare	347
Jim Bryant	348
Martine Kilby	348
Mark Dolton	349
Kirby Boggis	350
Neil Brooks-Johnson	351
Andrew English	352
Sue Billings	352
Tarna Ablitt	352
Peter Vlasak	353
Robert Grigsby	355
Ross Belcher	355
Chris Alston	356
Clive Scott	356
Jeffrey Wiltshire	357
Trevor Griffiths	357
Gee Dawson	358
Shelly Albrow	359
Peter Wilks	361
Don Scales	362
John Rawlins	363
Peter Heron	363
Darren Russell	364
Sarah Pollard	364
Derek Pearce	365
Steve Medhurst	365
Alan Springett	366
Michel Deldon	367
Stephen Thompson	368
Stuart Giles	368
John Davies	369
Richard Scotchmer	369
James Hall	370
Matt Oliver	372
Jade Webber	374

## Mark Dawson cont.:

Rob Russell	374
Chris Beresford	375
Nigel Mead	375
Billyn Kavanagh	376
Stephen M Thompson	376
John Devereaux	377
Jon Loftus	378
Robert Chambers	380
Christopher Wilks	382
Judy Cooke	382
Carole A Buxton	383
Stephen Lock	384
Vincent Wheeler	384
Jake Clayden	386
John Potts	386
Roger Hodgson	387
Robert Cobden	388
Andrew Lovett	389
Jonathan Loftus	390
Tony Mabb	391
Ed Taylor	392
Dick Owens	393
Lewis Howard	393
Ken Young	394
Geoff Jackson	395
Michelle Humphries	395
Robert Martindale	397
John Sutton	398
Bill Oliver	399
Rosemary Mead	400
Brian Wray	402
Chris Smith	402
Ian Wright	404
Paul Gardner	405
Simon Greenwood	405
Wayne Ellett	406
Charlotte Golding	408
Martin Ockenden	410
Jim Corby	412
David Townshend	414
Patrick Bridger	416

Mark Dawson cont.:

Andrew Actman	417
Richard Wickes	418
Greg Symes	419
Robert Wadsworth	419
Kevin Walford	420
Christopher Knapman	422
Tony Gomis	423
Neil Clayden	424
Robert Fryer	424
Yvette Knight	427
Dick Athow	428
Mark Brown	430
Sophie Snow	431
Isabel Loftus	432
Jill Russell	433
Iain Black	434
Joe Hickerton	435
John Symes	436
Jason Nind	437
Jo Hodgson	438
Tim Gourmond	440
Gerald Rolston	441
Ann Snow	445
Phil Bailey	446
Andrew Jackson	447
André Layne	449
Rees Thompson	450
Terence Kitson	454
John Ede	455
Tony Short	458
Genie Manterfield	459
Libby Giddings	460
Simon McCarthy	461
Gary Collins	465
Danni Murray	466

### **Total Scorers—221**

N.B. The lower the score in the Mark Dawson Trophy the better—it's based on your ranking in other tables

### **Chalky White Trophy**

<b>Member</b>	<b>Points</b>
Andy Elcomb	30
Chin	28
Sue Jessop	23
Chris Scudder	23
Colin Shipway	21
Christine Balderson	21
Philip Fawcett	17
Daren Hall	16
Brian Kirby	16
Stacey Thompson	16
Shelly Albrow	15
Chris Dennis	14
Andy Foyle	14
Julie Clayden	13
Steve Pattinson	13
Ian Crocker	13
Colin Billings	13
Clive Cooke	13
Sarah Lane	12
Iain Gibson	12
Tracey Neil	11
Steve Hatton	11
Nigel Mead	11
Roy Dawson	10
Keith Crocker	10
Richard Scotchmer	9
Anthony Scotchmer	9
Derek Lane	9
Andy Laing	9
Russell Giddings	9
Sam Williams	9
Jason Andrews	9
Andrew Neil Gibson	9
Andy Kilby	8
Peter Johnson	8
Kerry Simmonds	8
Chris Judge	8
Glyn Williams	6
Ben Webber	6
Karen Webber	6
Ralph Travers	6
David Stevens	6

## Chalky White cont.:

Bill Shewan	6
Hazel Shewan	6
Roger Sawyers	6
Neil Phillips	6
Rosemary Mead	6
Martine Kilby	6
Simon Greenwood	6
Russell Burton	6
Neil Brooks-Johnson	6
Sue Billings	6
Martyn Ellis	6
David Balderson	6
Graham Pryme	6
Darren Tyre	5
Jeffrey Wiltshire	5
Gee Dawson	4
Steve Fox	3
Brian Wray	3
Peter Wilks	3
Robert Wadsworth	3
John Rawlins	3
Sarah Pollard	3
Steve Medhurst	3
Clive Letherby	3
Peter Heron	3
Stuart Giles	3
Jim Giddings	3
Judith Cooke	3
Darren Clayden	3
Graham Child	3
Andy Webber	3
Jade Webber	3
Clive Scott	3
Stephen M Thompson	3
Tim Loftus	3
Jon Loftus	2
Steve Howard	2
Lewis Howard	2
Suze Endean	2
Matt Endean	2
Carole A Buxton	2
Vincent Wheeler	2
Neil Clayden	1
Jake Clayden	1
Rees Thompson	1
Paul Wickes	1

**Des Quinn Trophy**

<b>Member</b>	<b>Points</b>
Andy Elcomb	28
Sue Jessop	28
Daren Hall	23
Chin	19
David Balderson	18
Chris Scudder	17
Chris Judge	16
Christine Balderson	16
Darren Clayden	16
Julie Clayden	15
Kevin Lower	14
Tracey Neil	14
Colin Shipway	13
Darren Tyre	13
Glyn Williams	13
Shelly Albrow	13
Andy Laing	12
Clive Cooke	12
Philip Fawcett	12
Russell Giddings	12
Brian Kirby	11
Graham Pryme	11
Jason Andrews	11
Martyn Ellis	11
Stacey Thompson	11
Chris Penfold	10
Colin Billings	10
Derek Lane	10
Adam Snow	9
Andy Foyle	9
Jeffrey Wiltshire	9
Paul Wickes	9
Roy Dawson	9
Sam Williams	9
Chris Dennis	8
Iain Gibson	8
Ian Crocker	8
Jim Giddings	8
Nigel Mead	8
Richard Scotchmer	8
Sarah Lane	8
Steve Fox	8
Steve Pattinson	8
Tim Loftus	8

## Des Quinn cont.:

Chris Fulke-Greville	7
Steve Hatton	7
Andrew Neil Gibson	6
Andy Webber	6
Anthony Scotchmer	6
Barney Lower	6
Bob Hoare	6
James Silk	6
James Smith	6
Keith Crocker	6
Mike Druce-Smith	6
Russell Burton	6
Andy Kilby	5
Bill Kavanagh	5
Brian Sharpe	5
James Kelly	5
Julian Pring	5
Kerry Simmonds	5
Peter Johnson	5
Robert Sharpe	5
Rosemary Mead	5
Rosie Snow	5
Ross Martin	5
Simon Greenwood	5
Steve Thompson	5
Andre Layne	4
Andrew Foyle	4
Andy Davies	4
Austin Laing	4
Ben Webber	4
Bill Shewan	4
Brian Wray	4
Clive Letherby	4
Clive Scott	4
Colin Robbins	4
David Cook	4
David Stevens	4
Dennis Belcher	4
Don Scales	4
Hazel Shewan	4
John Aitkenhead	4
John Davies	4
John Potts	4

## Des Quinn cont.:

Jon Miles	4
Karen Webber	4
Kevin Ablitt	4
Mark Brown	4
Martine Kilby	4
Matt Endean	4
Matt Randle	4
Mike Knapman	4
Neil Brooks-Johnson	4
Neil Phillips	4
Nick Powter	4
Peter Heron	4
Ralph Travers	4
Robert Wadsworth	4
Roger Sawyers	4
Simon Taylor	4
Steve Stringer	4
Stuart Giles	4
Sue Billings	4
Suze Endean	4
Gee Dawson	3
John Ede	3
Jonathan Loftus	3
Lewis Howard	3
Matthew Helm	3
Paul Gardiner	3
Sophie Snow	3
Steve Howard	3
Andrew Actman	2
Andrew English	2
Andrew Jackson	2
Andrew Lovett	2
Andy Gay	2
Ann Snow	2
Bill Oliver	2
Charlie Golding	2
Chris Alston	2
Chris Beresford	2
Chris Smith	2
Christopher Wilks	2
Christopher Knapman	2
Darren Russell	2
David Loveys	2

Des Quinn cont.:

David Townshend	2
Derek Pierce	2
Ed Taylor	2
Gary Collins	2
Geoff Jackson	2
Gerald Rolston	2
Graham Child	2
Iain C Black	2
Ian Wright	2
Jade Webber	2
James Hall	2
Jill Russell	2

**Total Scorers—142**

## AWARD WINNERS 2011

ROSE & CROWN TROPHY	K. Lower
SEIGLE-MORRIS TROPHY	D Hall
BOADECIA BOWL	S. Jessop
JIM BATE TROPHY	D. Tyre
CONSOLATION CUP	D. Balderson
TROG TROPHY	C. Scudder
CHALKY WHITE	A. Elcomb
MARVIC	S. Jessop
DES QUINN	S. Jessop/A. Elcomb
BATTURD CUP	Knackerer Lower
BENT CON ROD	V. Wheeler
PRESIDENT'S TROPHY	N. Mummery
TRENHAM CRESSWELL TROPHY	C. Judge
UNIROYAL/STEEL CLAW TROPHY	D. Hall
MARK DAWSON MEMORIAL	C. Judge
1200 TROPHY	D. Hall
BASIL TYE TROPHY	K. Ablitt/K. Lower
ELFORD BOWL	A.Actman/A.Elcomb
BASIL ELKINGTON CUP	S. Jessop
TYRRELL-FLEMING SPEED	A. Webber
TYRRELL-FLEMING NON-SPEED	K. Ablitt
JOHN GOTT TROPHY	N. Mummery
JACK KEMSLEY TROPHY	K. Ablitt
ROAD RALLY DRIVER	G. Child
STAGE RALLY CODRIVER	R. Burton
JGF TROPHY	A. Short

## Trog Trophy

Member	Points
Chris Scudder	1055
Andy Elcomb	980
Christine Balderson	840
Karen Webber	700
Stacey Thompson	680
Keith Crocker	640
"Chin"	490
Colin Billings	400
Jason Andrews	400
Shelly Albrow	400
Neil Brooks-Johnson	360
Tracey Niel	360
Iain Gibson	360
Andy Kilby	350
Julie Clayden	340
Chris Judge	280
Colin Shipway	270
Clive Cooke	210
Sue Billings	200
Nigel Mead	200
Rosemary Mead	200
Ian Crocker	140
Steve Pattinson	140
Peter Wilks	80
Paul Wickes	60
Timothy Loftus	60

**Total Scorers—26**



**Photos on front and back page are courtesy of <http://www.gerardbrown.co.uk/>**

If you would like copies and to see his other images please send him an email. Thank you Gerard lots of brilliant shots , look forward to more. As we near the end. Hope we get a better one!! You know what I mean.!!!!