



THE ACORN



JANUARY 2012

HAPPY NEW YEAR



YOUR INVITATION TO:

Sevenoaks and District Motor Club Annual Awards Dinner

Saturday 4th February 2012

At Hadlow Manor Hotel

Goose Green, Hadlow, Kent, TN11 0JH

3 Course Dinner followed by presentation of Awards

with special guest speaker Stuart Turner

6:30pm to Midnight. Prompt Dinner at 7:30pm

£33-00 per Ticket.

Please send your cheques, payable to Sevenoaks and District Motor Club

together with your choice of the following menu (i.e. 1, 5, 10) to:

Mrs R Mead, 3 Heather Bank, Paddock Wood, Tonbridge, Kent, TN12 6BW.

01892 832420 or 07531 262298

STARTER

1. Homemade Soup of the Day
2. Fan of Melon topped with Raspberry Coulis
3. Chicken Liver & Cranberry Pate with Melba Toast
4. Classic Prawn Cocktail topped with Marie Rose Sauce

MAIN

5. Panne Chicken Breast with a Mango Salsa
6. Salmon en Croute with a Lemon & Chive Cream Sauce
7. Roasted Loin of Pork with a Tarragon & Sultana Jus
8. Medallions of Lamb Osso Bucco with a Redcurrant & Rosemary Reduction
9. Sweet Potato & Butternut Squash in Filo Pastry topped with Goats Cheese

DESSERT

10. Lemon Tart with Whipped Cream
11. Cream Filled Profiteroles topped with Chocolate Sauce
12. Tropical Fruit Salad with Cream
13. Chocolate Fudge Gateau

Followed by Coffee and Mints

Welcome to January's Chairman's Chat.

It really is me this time as I've managed to give my ghost writer a brief break, so I'll start by wishing everyone the best for 2012 and hope that your Christmas festivities went well and there weren't too many family arguments!

By the time you read this I'll probably be on my way to South Africa with Andrew Actman in his Toyota Hilux on the World Cup Rally, having survived a few driving tests in Kent on the way south on January 1st and waving regally to some of you that are marshalling as we waft past. That means that you are likely to have Sue write the February Chat for me – so no doubt there will be elements of taking the micky out of me again. That's ok though, I don't mind as after all motorsport is just that – it's a sport and shouldn't be all-consuming and above all it should be fun. Ok, at times it can be quite hard, cold, wet and dirty, but invariably a few days later you stop saying "never again!" and start saying "hmmm, wasn't so bad after all – when's the next event?" So, talking of next events, I would urge you to support as many of your club's events as you can – starting with the awards night on Feb 4th (contact Rosemary Mead for a place) and most importantly our Trial at Stoneacre on March 18th. This is very important as it will be a National round for the first time so a great chance to either compete against the best in Britain or to marshal on the tests and see up very close and personal just how they do it. Please contact Chris Scudder with your offers of help – we will need at least three people per test and will have laid out up to eight at the venue so you can see we need an army of you! The great thing is that you don't need experience – just some decent boots or wellies – and the day will get you qualified nice and early for the Speed League and various other 70Oaks championships. There are some that missed out on a Speed League award last year because you didn't gain those important qualification points.

Hopefully you will have received your membership renewal letters by now, but if you haven't please let me (or Sue Jessop in January) know and we'll get something out to you.

I'm going to sign off now and enjoy a soggy, snowy drive in the MX5 into work in the first snow of the winter – but as a petrolhead I don't mind that either. It'll soon be the desert sands of the Sudan and Namibia for me!

ANDY ELCOMB

A New Year's Wish

On New Year's Eve, Marilyn stood up in the local pub and said that it was time to get ready. At the stroke of midnight, she wanted every husband to be standing next to the one person who made his life worth living. Well, it was kind of embarrassing. As the clock struck - the bartender was almost crushed to death.

The Winter Challenge 20-24th November 2011

Some of you may be aware that Andrew Actman is bonkers enough to ask me to join him on the 2012 World Cup Rally, also known as the London to Cape Town Rally, in January 2012. Plans are progressing nicely for that, but he had also entered the Classic Rally Association's FIA Winter Challenge in November in his 1958 Lenham Sprite. Unfortunately the navigator he had lined up had to withdraw, so I ended up squeezing into the Sprite for a few fairly intimate days whizzing through Holland (very foggy), Belgium (still foggy) and south through France (only partially foggy) and then in through the Alps to the Col de Turini to finish at Monte Carlo.

I will admit to having an ulterior motive to accepting as not only would it help us find out what each of us is like seeing as how we were soon going to be sharing a Toyota Hilux for a month through Africa, but as I have a Frogeye Sprite that has been crumbling in a lock up for decades I was hoping it would either make me pull my finger out and get it back on the road, or I would never want to sit in one again and get shot of it!

Anyway, the Winter Challenge recreates the original Monte Carlo Rallies as they were before the modern stages and it consists of regularity sections on public roads and some driving tests too. Sounds easy you may say – but don't be fooled. To accurately maintain changing average speeds through tricky back roads and mountain passes without the aid of electronic devices (just stop watches, speed tables in good old fashioned paper books and a mechanical tripmeter) is no easy task and it didn't help that I haven't done that sort of thing before. Fortunately Andrew has done many similar events and has a good mathematical brain so he took on most of the calculating as well as driving to a set speed and I concentrated on getting the correct route. As just about the smallest car in the field (the Lotus Elan is a tad bigger and more comfortable) and certainly the smallest engine, just keeping on time was likely to be a challenge in itself. Whilst there were a number of "modern" cars up to 1972, the event could only be won by a pre-1962 car of which there was a very varied assortment, from a 1929 Chrysler 70 Sportsman (jolly fast on the main roads!) through a gaggle of Alfa Giuliettas and big Merc and Volvo saloons and back to a couple of '30s Alvis (what's the plural for Alvis?) that ran hood down all the way... Have a look at www.classicrally.org.uk/winterchallenge2011 for the full entry list and more details.

We opted to start from Noordwijk in Holland at midday Sunday with the other start being in Chester and each route had a very long run right through the night and on into France through most of the next day before the first overnight halt at Beaune. Foggy conditions made driving very tiring and we thought we might not get very far when the back axle developed a nasty clonking. Stripping out a driveshaft didn't reveal any damage,

but backing off the rear brakes a little and finding some slightly loose nuts seemed to cure the problem, so maybe they were binding and rattling. Phew!

Once the regularities got underway we found ourselves running with Nicky Porter and Colin Francis OBE in Nicky's huge Merc 220. For those that know, Colin has navved some of the greats but he seemed to be getting Nicky a bit lost getting to the controls so we were quite pleased to be finding the right slots. However despite trouble like that, the perishers did very well when it mattered most and they beat us overall, coming 5th to our 10th. But at least we both won our respective classes.

In the past this event has struggled with diabolical weather, but apart from the fog early on nothing else materialised and we had a really pleasant autumnal drive through some stunning scenery. Well, the small bits I saw looked nice, but I had my head in the maps most of the way, so maybe Andrew can say more about the scenery. There was only one other particular problem for us, and that was the disconcerting habit of the Sprite of opening Andrew's door at the most inconvenient moments! A couple of wrong slots meant some time lost – one in particular leading to us missing the end of a regularity completely but the timing of the event meant it was better to move on and get into the next time control without further penalty rather than going back. We were not alone in doing this!!

At last we came to the final regularity section which went some way up to the Col de Turini where the finish was placed. No snow up there at all – in fact it was a beautiful sunny day, so the driving was a breeze. From there a relaxed run downhill to the strange place that is Monte Carlo and a couple of nights at the Hermitage Hotel and a black tie awards dinner.

My thanks to Andrew for putting up with me and giving me the opportunity to do some proper historic rallying and I look forward to some considerably more comfortable miles in the Hilux in

January. **ANDY ELCOMB**



RALLYE SUNSEEKER – 24th /25th February 2012

We have been asked to run the Service Area for the Rallye Sunseeker in February, and as this will involve rather more than running the in and out controls plenty of volunteers are needed.

This is a good chance to get 'up close and personal' with the leading rally crews in the country.

Andy Kilby is the Service Park Manager and will appreciate all offers of help.

He can be contacted on 07770 993906 or 01634 407325 and at andrew.kilby@blueyonder.co.uk

Marshals Mumblings

Another year has passed and we had a very enjoyable year of motorsport with many successful events, and next year looks just as good.

We had a few problems with a lack of marshals at a few events and some came very close to being cancelled due to a lack of marshals.

Make a new years resolution to marshal at one event, we have enough members that everyone marshalled one event we would have the best marshalled events in the country. Remember that without marshals there would be NO motorsport.

If we are not running the events you want then please let us know what you want, and we will do our best to organise the events you want.

That is enough of the moaning and I look forward to seeing everyone of you out marshalling at one of our events next year, I must go now as I can see flying pigs in the distance.

Happy new year and see you soon

CHRIS SCUDDER

January and February Events 2012, see relevant club sites for details or ask any committee member.

Day	Date	Club	Event	Venue	Status
Sun	01.01.12	Bognor Regis MC	Treasure Hunt		CS
Mon	02.01.12	Sporting CC of Norfolk	Treasure Hunt and Scatter		
Sun	08.01.12	Blackpalfrey MC of Kent	Regularity Run		CS
Sun	08.01.12	Eastbourne & RAM MC	12 Car		CS
Fri	14.01.11	Croydon & District MC	12 Car		CS
Sun	15.01.12	Buckmore Park KC	Kart Meeting	Buckmore Park	CM
Tues	17.01.12	Tunbridge Wells MC	Scatter		CS
Thurs	19.01.12	Maidstone & Mid Kent	Scatter		CS
Thurs	19.01.12	Bognor Regis MC	12 Car or Scatter		CS
Sun	22.01.12	Chelmsford MC	Single Venue Stage Rally	Brands Hatch	NB
Fri	27.01.12	Chelmsford MC	12 Car		CS
Fri	27.01.12	Sporting CC of Norfolk	12 Car		CS
Sun	29.01.12	Eastbourne & RAM MC	12 Car		CS
Sat	xx.02.12	Bognor Regis MC	Multi-use Stage Rally	Goodwood	CM
Fri	10.02.12	Blackpalfrey MC of Kent	12 Car		CS
Sun	12.02.12	Blackpalfrey MC of Kent	Regularity Run		CS
Tues	15.02.11	Tunbridge Wells MC	Novice 12 Car		CS
Thurs	16.02.12	Bognor Regis MC	12 Car		CS
Thurs	16.02.12	Sevenoaks & DMC	Scatter		CS
Fri	18.02.11	Chelmsford MC	12 Car		CS
Sat/	18/19.02.12	Chelmsford MC	Endurance Rally	Suffolk	NB
Sun	19.02.12	Buckmore Park KC	Kart Meeting	Buckmore Park	CM
Fri	24.02.12	Sporting CC of Norfolk	12 Car		CS
Fri/Sat	24/25.02.12	Southern Car Club	Multi-venue Stage Rally	Rallye Sunseeker	INT/NA/NB
Sat/	25/26.02.12	Sevenoaks & DMC	20/20 Rally	Map 188	CM
Sun	26.02.12	Eastbourne & RAM MC	12 Car		CS

Chelmsford Motor Club Gymkhana 13th November.

My long suffering navigator, Kevin Ablitt thought it would be a good idea for us to double enter his Peugeot 106 on the CMC Gymkhana as we had heard so much about how good these events are. I think he may have regretted it slightly afterwards!

Being a fair trip from Sussex/Kent, Kevin's Mother kindly agreed to put us up for the night as she only lives half hour from the venue at Woodbridge MOD base Suffolk. She even cooked us a delicious meal!

We met at the Esso garage just before the Dartford crossing, a usual place for us to meet when travelling north for events, but this time we used the garage forecourt to load Kevin's car onto my trailer.

After a trip up the A12 we got within 20miles of Kevin's Mum, when we ground to a halt as the A12 was shut due an accident involving a motor cycle. Just as we were contemplating a diversion through Colchester it moved off.

Scrutineering on Sunday was a 'easy has it four wheels and an MOT arrangement' which is the way we like it. Lots of familiar rally faces were around, so a chance to catch up with Ian Mepham and Ben Dawson in Ian's BMW later to retire with clutch problems.

Mike Biss and Cath Woodman were double entered in Mike's MX5.

Kevin caught up with Dave Leadbetter from Matlock MC following their 10th O/A the week-end before on the Dansport Rally.

The day consisted of several 'driving tests' and some 'skill tests' mostly on very abrasive concrete/tarmac, we had been warned about the surface but were still rather surprised at the effect on the front tyres!

Also out were Andy Elcomb and Sue Jessop, expected as another double entry, in Andy's MX5 . Sue was feeling under the weather so skipped the driving bit but still managed to navigate Andy around the course. Well done Sue.

More Sevenoaks entries were Matt Endean with Lizzie Pope in Matts Rover 214 rally car.

Susie Endean was double entered with her father Andrew Bisping. They were destined to put in a blinding performance in what looked like a fairly standard Rover 214, although I did spy some adjustable platform suspension units on the front so maybe looks are deceiving.

Mike Rose was out in his tidy Peugeot 106, co driven by Karen Savory. No double drive here as Karen cannot reach the pedals! Mike and Karen were well prepared with picnic stove and kettle, not really needed as CMC had laid on a Burger Van.

So what were the tests like I hear you cry? Well I'm not going to give too much away, you have to do one for yourself to find out, except I can assure you that you will do a lot more competitive motoring on one of these events than the average sprint, and yes we completely wore out a set of front tyres exposing the steel reinforcement!



The skill tests are worth a mention with one involving driving a shortest on grass whilst the navigator tried to avoid spilling water from a plastic cup and another circulating a single cone and trying to cross over a square of wood (the rat) whilst the navigator had to throw tennis balls into a goal (the trap), this I cocked up by being the only co driver to miss a goal, much to Kevin's annoyance claiming I was spoiling his run on purpose, as if!

A good laugh was the blindfold driver navigated around a course, simple I hear you say, no, you lose all orientation and cannot even tell if you are still moving forward or stopped.

My worst moment was the quiz which required each crew member to answer 5 questions against the clock; Kevin took the mental arithmetic leaving me the general knowledge. My mind went blank at this point so Kevin did my sheet as well as his and as a crew got top marks for getting it all right in the fastest time! The value of a good navigator.

So how did we all get on:

Matt Endean/Lizzie Pope	6 th O/A, 1 st in Class A2
Suze Endean/Andrew Bisping	12 th O/A 1 st in Class A1
Andrew Bisping/Suze Endean	17 th O/A 3 rd in class A1
Graham Child/Kevin Ablitt	21 st O/A 4 th in class A2
Andy Elcomb/Sue Jessop	23 rd O/A 12 th in class B1
Kevin Ablitt/Graham Child	25 th O/A 5 th in class A2
Mike Rose/Karen Savory	40 th O/A 8 th in class A2

I for one will be looking out for the next event; probably a double entry in the escort, if I can find some old tyres, thanks Chelmsford for a super event.

Graham Child

STUART TURNER - THE EARLY YEARS

Stuart Turner is probably best known as the competition manager of BMC, and Ford, but the depth of his co-driving success, which would be the launch pad of his team management, is often overlooked. Stuart left school to go into a career as an accountant, but was soon drafted into the RAF as part of his 2 year National Service. He was then sent to Cornwall to learn Russian. I do not know if he had a chance to co-drive a Meteor jet fighter. With National Service finished, he went back to training to be an accountant, and took up rally navigating as a hobby in 1955.

His driver was Ron Goldbourne, and in the following three years, Stuart won the Autosport champion navigator award. Such success did not go unnoticed, and for 1958 the pair became works Standard-Triumph drivers. With a works Triumph TR3A the pair won the British Rally Championship in 1958, as well as taking the TR3A on the Tulip Rally, finishing tenth overall, and winning the class. For the 1958 RAC Rally the pair had a works Standard Ten Pennant, and came second overall.

For 1959 he had a new driver John Sprinzel, and his Austin-Healey Sprite (Nurse please sedate the two Andy's, Actman, and Elcomb before they make a mess on the floor). This new pairing won the 1959 British Rally Championship, so two in a row for Stuart (getting a bit boring now). John was also a sometime works BMC driver, and took Stuart along in the left hand seat, for a few rallies during the year. Their first works outing was in an Austin A35 on the Sestrieres Rally, where they came third in class. This was followed by the Lyons-Charbonnieres Rally in a Sprite, but this was met with little success. Next was the Tulip Rally again, but in the new MGA Twin-Cam. They managed a finish despite a few car problems. Then Stuart had another works MGA Twin-Cam outing, but with a new driver J. Milne. This was on the Alpine Rally, but unfortunately they crashed out. His final works outing was on a National Rally the Mini Miglia, navigating his friend Pat Moss. They were in one of these new boxes on four wheels a Morris Mini. Very appropriately considering the name of the rally they won overall.

Pat Moss was the other half of Swedish rally driver legend Erik Carlsson. So it was through her, that Stuart got offered a works Saab co-drive with Erik on the 1960 Coupe des Alpes Rally, but they never started the rally as the engine broke on the way to scrutineering. So to make up for this, Carlsson asked him to navigate in the Saab on the 1960 RAC Rally. They won overall, beating his old driver John Sprinzel into second in his Sprite. You could not have written the script. In sixth overall in a works Morris Mini was SEVENOAKS committee members DAVID SIEGLE-MORRIS, and VIC ELFORD.

Meanwhile in his day job, Stuart had left accounting, and joined Motoring News in 1960. He created the post of rallies editor for himself, and for everyone else, he started the Motoring News Road Rally Championship in 1961. This meant moving to Bromley, and joining Sevenoaks and District Motor Club in mid-1960. So Stuart is SEVENOAKS only overall winner of the RAC Rally. Late in 1961 the BMC Competitions Manager Marcus Chambers decided to retire. The story goes that John Thornley (Head of MG) asked David Siegle-Morris to take over. He declined as he wanted to keep driving, but recommended Stuart, who duly took up the post, and as they say the rest is history.

CHRIS DENNIS

TRS Brands Hatch Stage Rally Sunday 22nd January 2012



John Indri/Dave Engwell - winners of the 2011 TRS Brands Hatch Stage Rally. Chelmsford Motor Club are pleased to announce the second TRS (Essex) Ltd Brands Hatch Stages Rally.

The 2012 rally will be similar to 2011 with a few slight changes to hopefully make it even better. Firstly we have been able to extend the stage mileage by carefully maximising the use of all the roads we have available to us. It adds approximately 1 mile to each stage and brings the total up to around 40 stage miles.

Entries are now full and pleased to say filled very fast! See <http://chelmsfordmc.co.uk/Entry/TRSBHS12/EntryList.php> for the latest entry list.

Spectators are welcome at the rally in 2012. Normal spectator ticket prices are £10 in advance or £13 on the day. Competing crews will receive 6 passes and can purchase additional tickets at a discounted rate of £8.

There will be 8 all tarmac stages, the first car starting at 10.00am. We have a strict curfew of 5.30pm so be prepared for the last stage to run into darkness.

Marshals are still required so if you want to help our friends from across the water then please let us know ASAP if you are interested and available to marshal. We are especially interested if you have an MSA radio and call sign. Marshals will receive goodies for all your help on the day.

As ever these events do not run without your support and all competitors and organisers are really appreciative of your time and commitment. Please contact the Chief Marshal, Karen Scott, if you are available via email to marshal@brandshatchstages.co.uk, via the registration page or by phone to 07834373045. Please phone between 18.30 and 21.00.

Tony Clements, Clerk of the Course. Twitter #TRSBHS12

Team db's first year, has it really been the Dogs?

Before I reflect on my first year running one of the two Racing Blue Renault Clio 200 Cup cars, I must clear up the translation of our unofficial team name "Team db"

"Team" – set of people working together, "db" – deux bleus (two blue)

Right now that I've cleared that little mystery up I can reflect back on the past 12 months with BG60 VMD.

The car has been nothing short of fantastic, brilliant, outstanding, more than I ever could have imagined....the list goes on and no, I don't work for Renault or have any connection commercially with them at all! However, its true to say that the car has performed flawlessly.

It all started whilst standing at North Weald on an unsurprisingly drafty afternoon in August watching a Yellow Clio 197 F1 sprinting down the runway and speaking with the owner after his run. Following this event, it was decided that the Clio was the car for the pair of us (Julian and I).

We swiftly made some calls from site and despatched ourselves directly from North Weald to Crawley Down Renault, Crawley, where we were fortunate to get a test drive.

Well that was it, game over; all that was needed now was a salesman with a sharp pencil! That sharp pencil was found in Renault, Wolverhampton, and on a wet dark day in December the waiting was over and the two cars were ready for collection.

This was the start of our motoring year and the formation of Team db! We planned the collection over two days, thus allowing us to enjoy a cross-country run to Silverstone where we enjoyed a coffee and compared notes on the trip down thus far. We then set off to Oxted where we delivered the cars directly into Abbey Motorsports for the planned mods to take place. This included the removal of the rear seats and fitting of the half cage, harnesses and OMP steering wheel and boss kits.

Once the cars were done and collected both Julian and I sat down and planned our diaries listing all the 2011 events we wanted to attend. The objective of the year was really to gain experience and knowledge, not only in the cars, but also the club and track days alike.

At the end of our first year racing, I can report that I have achieved everything I set out to do and often reflect on just how good Seven Oaks Motor Club has been to us both. It's fair to say I/we haven't done as much as we initially wanted to this year with the club and this is something I will be looking to address next year.



I wish all my fellow club members a very happy Christmas and prosperous New Year.

JAMES KELLY



Renault Track Day James proudly wearing the club badge. To see video use this link

<http://www.renaultsport.co.uk/roadcars/trackdays/videoguide/Default.aspx>

2011—THE YEAR SO FAR cont.

CMC Gymkhana, Carver Barracks - 15th May 2011 – 6th in class, 35th overall driving and 1st in class, 5th overall navigating The May Gymkhana saw a new venue for CMC and a return to Matt and I navigating for each other, which hadn't happened for a while on a Gymkhana. We were both out in our respective rally cars and a new venue was good fun, especially with the mix of gravel and tarmac.

The skills tests included challenges such as guess the width of your car, reverse slaloms and parallel parking, whilst the driving tests seemed to be a case of "how sideways can we go" - especially where Andy Manston of M&H Photography was photographing!

CMC Gymkhana, RAF Honington - 3rd July 2011 – 5th in class, 24th overall driving and 1st in class, 2nd overall navigating

This event saw me competing with Matt Fowle for the first time. He was in his 106 and I was in the Micra, and as he had won overall the last time I really didn't want to make any mistakes navigating! It was odd being the first car on the road which I am not used to [Car 1 retired near the start and we were running as Car 2] and bar a couple of small mistakes, I felt I did ok in the left hand seat. Having Matt navigate for me was a good experience as well and I learnt a lot from both him driving and sitting next to him. The skills tests on this event varied - tests such as removing your tyre and presenting it to the marshal within a certain time frame - and more familiar ones, such as how sideways can you go on the skidpan.... [Sadly for me a not so good handbrake and too much grip meant not very!]. The Micra was log booked during the lunch break at this event, which was good to get that done.

7oaks Autosolo, North Weald - 24th July 2011 – 4th in class, 35th overall I was running a mixture of cheap [and rather tired!] tyres for this event and just wanted to enjoy the event, but have a bit of a "play" with the car too. After the first run of the first test, I decided to try and stiffen the car up a little, just to get that slightly tighter feeling on turn in. This did work, however also introduced both oversteer and understeer - not ideal! Despite this, I still managed to knock a second off my time from run one to run two. I then softened the car slightly [although still stiffer than the first run] and this seemed to prove a happy medium, still with some understeer but much easier to handle than before, and I knocked another second off my time. The tests were typical of the tests I had experienced previously at 7oaks events and were both enjoyable and challenging, and it was good for both Edean cars to finish well, with Matt winning the class.

ERRC & ERA Training Day Autotest, Heritage Motor Centre, Gaydon - 31st July 2011 – 2nd in class, 6th overall The ERRC & ERA held a training day and autotest at the Heritage Motor Centre, designed as training for current competitors and to encourage new competitors into Endurance Rallying and to show them what it was all about, including navigation and car prep sessions.

The afternoon was split into two activities - a simple navigational exercise, or an autotest. As the navigational exercise was aimed at novices, I competed in the autotest. For this event the Micra was triple driven, with both Matt Endean and Richard Brooks also driving! This was a production autotest which means you must have a navigator, and so the combinations were myself / Richard, Richard / myself and Matt / Lizzie [although Matt was also passenger for two other people!].

It was a successful afternoon, with the Micra winning overall in Matt's hands, and within the rally car class finishing 1st, 2nd and 3rd - I was 2nd in class, and 6th overall, and Richard was 3rd in class. It was a fun and sociable event, and a good result too for both myself and the Micra.

OMC The Bullnose, Oxfordshire - 3rd September 2011 – 14th in class, 34th overall

The Bullnose was a local event for us having moved, and with the start venue under half an hour from home, it was lovely to have an event so close to home. This was to be the last round of the 2011 ERRC for myself as I didn't have the necessary funds to compete on the Exmoor, but unfortunately that event ended up being cancelled anyway.

The Bullnose was my first Endurance event as a navigator in 2009, and my first Endurance event as a driver in 2010. It had been my favourite event of the 2010 season, although ironically also my worst result [2nd in class, 22nd overall]. Unfortunately the trend of it being my worst result continued this year....

The event was going well, and seeded at car 25 it was a benefit to be running a little down the order especially over the tests on the stubble fields. The test at Cow Common which was a stubble field test was fantastic. Things were going well and I was settling back into how important it was to "drive correctly" on these surfaces, and Richard was doing a good job in the left hand seat, as this was our first event together in almost five months.

Unfortunately, things started to unravel on Green Down as part way through our second lap we picked up a puncture. We had just overtaken another car and were going really well, and had just made the call to limp to the end of the test as this would be quicker than changing it. However just after we had made that decision, the whole tyre came off the rim and shot across the field 45 right - not a moment you want to see! The time we lost here changing the wheel unfortunately cost us hugely, and we dropped to last in the field. The rest of the tests went without major incident, and even a great job from Richard on the regularity section [we were joint 10th overall on this] could only see us claw our way up to 34th. Rallying is full of what ifs, but it would seem we would have finished around 18th overall without the demise of the tyre. A shame, but that's rallying!

Huttons Kitchens Woodbridge Stages, RAF Woodbridge - 24th September 2011 – 5th in class, 36th overall

After nearly a year of planning, it was finally time for my first stage rally in the right hand seat. The Micra had some work done on it by Humphries of Oxford after The Bullnose,

including new rear bushes as some of them had gone. Unfortunately we still had to run the car at its normal [i.e. Enduro spec] ride height as the springs didn't want to compress to remove the ally blocks, but it was still good to get out competing.

The first stage had a few moments [the normal cold tyres, cold brakes and not thinking sort of tankslapper moments!] but by SS2 I was getting more into the swing of things. I had Matt navigating for me and although it was his first stage event co-driving in over 6 years, he did a good job on the maps all day. Unfortunately, SS4 was cancelled due to an incident with another car blocking the stage, so we completed 5 stages [approx. 55 miles] during the course of the event. I was the only Endurance spec car out, as all of the other cars in my class were modified 1400s and it was really good to drive on my first stage rally.

CSMA 12 Car, Bedfordshire - 7th October 2011 – 2nd in class, 3rd overall

Having not done a 12 Car in a while, we decided to enter a local event to see what it was like. I managed to persuade Matt to navigate for me, so after a last minute maps order and emptying the car we were ready. The event started to the East of Milton Keynes, and saw many Endurance Rallying regulars out both competing and marshalling. We weren't sure how well we had done on the night, but seemed to pick up a number of code boards so we hoped we hadn't missed too many. It turned out we finished 2nd in class and 3rd overall which was a good and pleasing result with 8 crews out.

CMC Gymkhana, RAF Woodbridge – 13th November 2011 – 1st in class, 12th overall driving, and 3rd in class, 17th overall navigating

The CMC Gymkhana was finally a chance for me to drive my Dad's car – he had asked me to put the entry in for him whilst he was on holiday, and so I had decided to enter it with myself double driving – only fair really as he double drove my old Micra a few years back. We were entered in a standard Rover 214 which he uses for gymkhanas, autosolos and the like. I hadn't driven the car until the first driving test and was unsure as to how I'd get on, but the



day went extremely well.

My skills tests were poor, and cost me a top 10 finish, but I never seem to be able to get everything together and so I was pleased to have done well on the driving tests

and extremely pleased to finish the event 1st in class – 65 seconds ahead of Keith Lane who finished 2nd in class, and 67 seconds ahead of my Dad who finished 3rd in class. 12th overall is my best result as a driver and I even managed to beat and match some of Matt's times which is another first. It was a successful day out as he also won his class [for road rally cars up to 1400cc], and finished 6th overall.

If you have managed to make it this far through my article, well done and thank you for reading! Event updates and news appear on my website [www.suzeendean.co.uk] and my Twitter feed [search for @racer09]. Where in-car cameras are allowed to be run, I also upload videos to www.youtube.co.uk/suzeendeanrallying **SUZE ENDEAN**

For most people the art of jump starting a car is a simple one. Connect the red cable to the positive connection and the black cable to the negative one... it's not rocket science and is a tried and true procedure that's worked for millions around the globe. Manual cars have it even easier as they can be push started, then, once you get them rolling you simply dump the clutch in second gear and wallah – running automobile. This only works if you have someone to push the car and then get it rolling. If you're on your own though then you're generally S.O.L. That is, until now. You see this enterprising gentlemen has employed the technique of simply wrapping a rope around an elevated front tire and then pull starting the car like an outboard motor. It's not fancy, but it gets the job done and we're pretty damn impressed that it actually works. Click through for the video and check it out.



<http://www.chromjuwelen.com/de/network/291-ridelust/146387-jump-starting-a-car-with-a-rope.html>

STEVE EDMONDS

LAST MONTH'S CAPTION **COMPETITION**



“...and with a first class honours in Sideways & Snoozing, Jim Giddings!”

Longleat Safari Park

I've been to Longleat twice, both about 20 years ago. Once was for a stage rally, which I did in the R8Gordini. The animals had thoughtfully been removed, but were still highly dangerous, albeit indirectly so. You may well ask why, since they were all safely locked away in their cages. The reason is that, on a 'slipperiness index' of 1-to-10 (ice meriting a rating of 10), damp camel-dung merits a rating of at least 15. Anyway we were one of the fortunate teams not to end up embedded in the trees, probably because we were going so slowly.

Another property of camel dung is that, once dry, it hardens into a rock-hard compound removable only with the sort of Kango drill they use to dig up the roads. (Far more effective than underseal as well: the underside of my Gord is still, even after 20 years, rust-free, thanks largely to the congealed camel dung). If ever I come to sell the car, I can always enhance its value by claiming that "it's the East African Safari Rally Gord", pointing convincingly to the layer of camel dung it picked up en route.

The second time was part of an unforgettable weekend which began at around 0300 hours on an August Saturday morning. It was already raining heavily here in London and I was already soaked putting the Alpine on the trailer, but reckoned that, with weather fronts normally heading east, and me going west, it'd be dry by the time I'd travelled the 200 miles to Wiscombe in deepest Devon. Wrong! By the time we arrived the rain was even more intense, and I was in for my second soaking of the day even before 0800. Drenched, and with Wiscombe paddock mud up to my knees, I was driving slowly up to scrutineering when the clutch exploded. End of my weekend's motor sport even before it had begun and, by 0900, with the car back on the trailer, we were heading back home with the heater on and me unmerrily steaming away.

Anyway, a couple of hours later, with me by now merely damp, we went past a sign pointing to the Safari Park. Never having been in one (not at least with the animals uncaged) we thought it'd be an interesting thing to do. The bloke at the ticket hut looked at us a bit oddly: it only later occurred to me that probably he's never seen someone wanting to take a trailer with a racing car on it to see the animals.

As those of you who've been to Longleat will know, the first enclosure is the monkey compound. There are notices everywhere warning that "You enter this enclosure at your own risk", and that "Longleat bears no responsibility etc etc". I didn't give it too much consideration, never thinking about how much mechanical expertise the monkeys might have acquired over the years. Anyway, in we went. A bunch of a dozen or so chimps completely ignored the Cavalier and headed straight for the Alpine. In no time at all they were busy dismantling it: to this day I swear I heard a little chimp who'd wrenched a wiper blade off yelling "Look what I've got Dad, we haven't got one of these in our collection!". Bastard! I could also swear I saw a couple of them with a trolley jack and wheel brace, but maybe I'm still hallucinating from the shock.

We left the monkey compound in a hurry, with less of the Alp than we'd brought in, and entered the relative calm of the lion's enclosure. A pride was fast asleep, watched over by a big male. The sight of this idiot with a race car on a trailer invited his curiosity: daddy lion

wondered slowly over, briefly peering into the Cav to inspect its occupants before turning his attention to the far-more-interesting trailer.

As lions do, he first took possession of it by p.....g up against it. A good start! Having walked round inspecting it, he then made for the gap between the Cav and the trailer, where I couldn't see what he was up to. I then began hearing a 'chomping' sound, as if he was chewing on something. It took me a while to work out what he was up to and then it dawned on me he must have been chomping his way through the cable for the trailer lights (or maybe he thought he'd found a new form of dental floss for lions??). Not much I could do to stop him: I didn't want to drive away and run him over. It then dawned on me to turn the lights on: 12 volts through his munching bits made his mane stand on end, he let out a squeal, jumped 5 feet in the air and tore off to safety and to warn his mates. That'll teach him! Just as well I wasn't stopped by the police on my way home for not having any lights on the trailer: an excuse along the lines of "a lion just chomped his way through the cable" wouldn't have got me much further than a visit to the local nick.

I still have the cable with the lion's teeth-marks on it, as an unusual souvenir of my visit to Longleat, and a reminder of a memorable but pretty disastrous weekend

Happy Christmas and a seriously good new year to you all.

TONY GOMIS

FROM GRASS ROOTS TO HIGHER EXPECTATIONS!!



50cc orange thing

Not sure it counts as motorsport", but I found this old photo of myself on a Honda moped. The picture was taken in Waterloo, Belgium at my parents' house, and can't be later than about 1980. The moped was 50cc orange thing, customised with the handlebars from a motocross bike or something! Do you recognise him? Answer on inside of back page.



Garage Door Opener.....fabulous.

I don't think any Australians could make this work. Way too expensive to install and the up-keep is out of sight. German Engineering Technology continues to amaze me

This demo is on a BMW. For some of us, I believe this application could prove difficult and costly to install, but the application appears to run smoothly for this guy. This is the best thing ever! And it can be adapted for many other applications besides a garage door.

Motorcycle_rider_invents_unique_garage_opener._VIDEO1.wmv

SARAH LANE

A wife was making a breakfast of fried eggs for her husband.

Suddenly, her husband burst into the kitchen.

"Careful," he said, "CAREFUL! Put in some more butter! Oh my GOD! You're cooking too many at once. TOO MANY! Turn them! TURN THEM NOW! We need more butter. Oh my GOD! WHERE are we going to get MORE BUTTER? They're going to STICK! Careful . CAREFUL! I said be CAREFUL! You NEVER listen to me when you're cooking! Never! Turn them! Hurry up! Are you CRAZY? Have you LOST your mind? Don't forget to salt them. You know you always forget to salt them. Use the salt. USE THE SALT! THE SALT!"

The wife stared at him. "What in the world is wrong with you? You think I don't know how to fry a couple of eggs?"

The husband calmly replied, "I just wanted to show you what it feels like when I'm driving."

ANDY ELCOMB

EASTBOURNE & RAM MOTOR CLUB

ROB WRAY SERIES ROUND FOUR

Friday January 13 2012

Start & Finish, The Bear Motel, Burwash. M/R 199 675247

Sign on from 7:15pm

First car at 8:01pm

All on map 199 Edition D3

Entries & Marshals to

Tim Smith

14 Little Common Road

Bexhill on Sea

East Sussex

TN39 4JB

Email ermccontact@aol.com

Towncross ENGINEERING

South downs stages

In association with

Highbury college



Image (c) M&H Photography

GOODWOOD MOTOR RACING CIRCUIT

SATURDAY, 11TH FEBRUARY 2012

A round of the Hamilton Classic ACSMC Tarmac Rally Championship and the Corbeau Seats UK ASEMC Rally Championship and again featuring stages in the dark.

Entry fee - just **£189**

Same as last year but with more mileage this year

Regs available from Mark Collings:

Tel: 07824 634424

e-mail markcollings205@hotmail.com

or via the event website at

WWW.SOUTHDOWNSSTAGES.CO.UK

Offers of help to marshal will be gratefully received. Please contact Chief Marshal Eddie Gale on 07752 886944 or e-mail edwardcgale@btinternet.com

Live updates for spectators/service crews on



[SouthDownsRally](#)



facebook.com/SouthDownsStages

Sevenoaks and District motor club 12 days of Xmas

On the 12th day of Christmas a member said to me

12 Car Rallies

11 Different Classes

10 cones positioned

9 tenths a second

8 marshals watching

7 Christmas parties

6 palace sprints

5 late entries

4 sprints a year

3 scatter rallies

2 timing beams

And the chairman off to Cape Town

RICHARD SCOTCHMER

Cambridge Car Club The Roger Holmes Memorial Trial

Sunday 22nd January 2012 at Harlton, Cambridge

Robin Howard on the Roger Holmes Memorial Trial in 2009

A round of the ACSMC and ASEMC Car Trial Championships

The entry list opens on publication of these regulations, closes at the lower entry fee on 13th January 2012, and closes finally on 22nd January 2012 at 10.00.

Entry fee is: £18.00 Late Entry fee: £20.00

All entries must be made on the official entry form and accompanied by the appropriate fee. Entries must be sent to the Entries Secretary:

Simon Tonks

39 Badcock Road, Haslingfield, Cambridge, CB23 1LF

Phone 01223 871489 e-mail clubsec@cambridgecarclub.co.uk

Speed Speak

Thank you for coming along to the Speed League Forum in November, there are a few minor tweaks to the championship regulations for 2012, but as the majority of people seemed very pleased with how things were in 2011 the general consensus seemed to be "if it ain't broke, don't fix it!". However it was still very worth while to throw some ideas around as we did. I've secured almost all of the events for the 2012 calendar and the Championship Regs have been submitted to the MSA. So I am as far on with 2012 preparations as I can be. As soon as everything is ratified I will upload the regs to the website & will email them out to the registered 2011 entrants. If you weren't registered in 2011 and would like a copy of the regs once they are ready, please drop me an email.

The Tables and final standings for the 2011 SDMC Speed League are now final as the qualification period has now closed. There have been some close fought battles across the various trophies and in the overall championship during the 2011 season, some of which went down to the last couple of events. Please find below tables showing the final standings. Due to a few people not qualifying by marshalling at SDMC event and also in accordance with the regulations some people have achieved awards they may not be expecting. I have attached a summary of who has won what for 2011.

I am being fairly brief in my end of season summary as otherwise I won't have much left to say at the Awards Dinner Saturday 4th February 2012, which I trust lots of you will come along to and support the club at its largest social gathering of the year. Even if you haven't won any awards, please do still come along. I haven't won any awards this year, the same as last year, however I still had a great evening & it helps to motivate me to get out in the February weather and start tinkering with the car in the hope of doing better in future.

If any of you have any photos of you / your car from events in the 2011 season it would be very helpful if you would email me a copy to use in the Awards Presentation in February. I do have a few images but any additional pictures are always useful as it save me hunting the web for pictures.

Thank you to everyone for coming out in 2011 and I hope to see you out competing again in 2012.

RUSSELL GIDDINGS

-Sevenoaks and District Motor Club Speed League co-ordinator.

Did you realise that a woman's "I'll be ready in five minutes" and a man's "I'll be home in five minutes" are exactly the same?

Give a man a gun and he can rob a bank, give a man a bank and he can rob the world.

WHO GOT WHAT TIDY

Award	Awarded to
Speed League Winner	Andrew Webber
2nd overall in Speed League	Jeff Wiltshire
3rd overall in Speed League	Jason Andrews
4th overall in Speed League	Darren Tyre
5th overall in Speed League	Jim Giddings
6th overall in Speed League	David Balderson
7th overall in Speed League	Kevin Lower
8th overall in Speed League	Martyn Ellis
9th overall in Speed League	Graham Pryme
10th overall in Speed League	John Rawlins
The Tourist Trophy	Jason Andrews
The Local Trophy	Jeff Wiltshire
The Neil Davison Award	Jason Andrews
The Kentish Times Cup	Jeff Wiltshire
The Muller Cup	Kevin Lower
Highest placed single seater	Stuart Giles
Best newcomer	Clive Leatherby

ABBREVIATIONS FOR SPREADSHEET ON NEXT PAGE

Good - Goodwood

Wis - Wiscombe

Deb - Debden

Ab - Abingdon

LLan— Llandow

Llys - Llys y Fran

L - Local

Heth - Hethel

T - Tourist

Curb—Curborough

T&H—Tourist & Hill

N W - North Weald

TR - Trophy

Shels—Shelsey

Rd—Round

Lydn—Lydden

Ev - Event

Mal - Mallory Park

D - Date

Hon - Honington

Overall Positions 2011 cont.

Rd11	Rd12	Rd13	Rd14	Rd15	Rd16	Rd17	Rd18	Rd19	Rd20	Rd21	Rd22			
Deb	Llan	Llys	Good	MIRA	Heth	Curb	NW	Brands	Shels	Deb	Lydn			
10-Jul	16-Jul	17-Jul	06-Aug	06-Aug	07-Aug	13-Aug	28-Aug	10-Sep	18-Sep	02-Oct	22-Oct			
L	T	T&H	L	T	T	T	L	L	T&H	L	L	Av Score	Best 10	RD'S Tot
	12	15						11	12	12		13.7	137	10
13			15				12	14		11	10	12.5	130	13
15			15				2	11		13	9	11.3	130	14
12	12	14				13		13				12.1	121	10
10					10	11	14	11		11		11.3	118	13
14					8					12		10.4	94	9
12			9							12		11.3	90	8
	10	12				9	6	9			10	8.6	89	11
			9					9			8	10.4	83	8
10							13			13		12.2	73	6
					6		13	7		4	8	8.4	59	7
						9	11					10.4	52	5
			14							5	12	10.4	52	5
							13			12		11.8	47	4
12							9					9.0	45	5
11							8					8.8	44	5
6					6					4		6.0	42	7
							9			10		10.3	41	4
							9					9.3	37	4
7							5	10				6.6	33	5
												15.0	30	2
			14									13.5	27	2
							9					9.0	27	3
							13					12.5	25	2
			13									11.0	22	2
												14.0	14	1
												11.0	11	1
												11.0	11	1
				2				9				5.5	11	2
												10.0	10	1
												10.0	10	1
												8.0	8	1
												6.0	6	1
												2.0	2	1

I know a French road where there are ghosts.

They are mostly cheerful, grinning through masks of dirt with white panda-eyes where their goggles have been, though some may be sad in defeat. If you stand by the side of this road and listen to the modern traffic, you can hear in the background the sound of Jaguars, Ferraris and even a racing Spitfire. This is the Circuit de Gueux, where the French Grand Prix and the 12 Heures de Reims, a race once second only to Le Mans were held. You can't name a driver of the Golden Age of motor racing who didn't drive here: Farina, Fangio, Nuvolari, Ascari, Hawthorne, Brabham, Hill (Phil and Graham), Clark, Surtees, Hulme, Stewart, Rindt; it is their ghosts (or spirits, for some still live) that haunt this place.

And it is easily haunted. Preserved, by initial neglect and now by the untiring efforts of Les Amis du Circuit de Gueux, the original pits, grandstand and offices, control tower and the wonderful steel pylon of the scoreboard are still there, forty years after the last race was run. Turn off the N31 eastbound for Reims at a roundabout where a sign points down the D27 to Gueux. The road leads you down a gentle slope through open fields, towards the village in the distance.



You are on the start/finish straight of the Circuit, and ahead of you are white buildings either side of the road, the grandstand to the left and the pits to the right.

The pits are in the old style, like boxes at the opera, with a counter and no pit wall to separate them from the circuit. Draw to a stop at them, just as the racers would have done; imagine the flurry of activity as your car is refuelled from milk churns or repairs are carried out, not just at a roadside but six feet from cars continuing to race at up to 180mph. Your illusion is complete, as the brilliantly white pits have had the original signs repainted, advertising in bright colours petrol and oil companies, some long gone, some still active.

Get out, and wander. The pits have been restored and the signs asking us “Memoire des pilotes. Respect du site” are respected, for there is no more litter or graffiti than might have been there in the day. From the opposite side of the road, the control tower and the scoreboard behind might be ready for next week’s racing. The spectators in the grandstand may not have had giant screen TVs, but they were kept informed about the race.

Although the pits are now restored, the grandstand is a different problem. It is fenced off, and no wonder. The steel reinforcements have rusted and are spalling off great chunks of concrete, so safety has to be in question. The hard concrete seats are broken and awry, so comfortable seating wouldn’t be a choice, even if the roof were safe. The open, unshaded seats along the way would be preferable, if they were not choked with brambles. But we should not be ungrateful. Les Amis have done a wonderful job, just to restore the pits and pylon!

In the UK, motor sport was oppressively regulated from an early stage, and the Road Traffic Act 1930 made it a criminal offence to race on a public road.

We have no road racing circuits on the main island, only purpose-built venues, starting with Brooklands and after WW2 on airfield perimeter roads like Silverstone, or country house estates like Oulton Park. Europe has for long had a more permissive attitude to closing roads for motor sport, and has many road racing circuits. Some are still well known and active, such as Le Mans, but others have fallen, literally by the wayside.

In most cases, any sign of the original circuit is hard to find. Gueux is remarkable in retaining its buildings, but the track has suffered. From the grandstands, the original circuit went through Gueux, turning sharp right at the village duck pond, then across a shallow valley and over a ridge above the N31, where it turned right again towards Thillois and Reims, and back to the Gueux turning. Just under eight kilometres, and only three corners, Gueux was renowned for high-speed racing. After WW2, the organisers wanted to retain that reputation and remade the circuit, designing it to allow even greater speeds. The redesign included the buildings we see today, but the new course is now incomplete. It turned right at the present day roundabout between the grandstands and the village and skirting that, crossed the old course to continue along a double curve to join the N31 at Muizon, the next village, at a fearsome hairpin bend.

The site of the old Muizon hairpin can still be seen as a shallow layby on the south side of the N31, eastbound. If you follow the 'new' course from the start line, across the old circuit just outside Gueux, it takes you down a dip, over a hump into another, deeper dip and then rises and turns to the left. The camber is wrong, and the end of the turn is out of sight as it disappears over the crest. This must have been an awesome corner, when approaching at more than 100mph in cars with skinny wheels and no protection for the driver, no roll cage and no seat belts. There is a road side cross on this bend, no name, no inscription, that marks the point where Luigi Musso, one of the great lost drivers of F1, died here in 1959. And just like Musso, you can go no further than this bend. Just beyond the crest, the road narrows, as one side has been removed, and then stops. It has been bulldozed away and the link from here to the Muizon hairpin has gone forever.

But visit Gueux, and you can relive the great days. Start in the pits, facing towards the village as the drivers would have then and wait for a gap in the traffic. The first turn, Brettelle Sud, is now a roundabout, so take the first exit onto the 'new' circuit, and at the cross roads take a gentle right onto the old one. Over the wooded ridge to the N31, in the day you joined the main road at the Virage de la Garenne, now replaced by a tunnel and slips roads. Now you are on the longest, fastest straight of the circuit, downhill and then dead flat, where 180mph was the rule. Even today, at only 120mph, the old Virage de Thillois approaches all too rapidly. There is another relic of the old course here, some tarmac on the inner side of the turn, and a concrete marshals' hut whose BP sign has so far escaped restoration by Les Amis. Now you are on the home straight, so don't forget to 'box', to take a pit stop and stand again in the shadow of past glories.

For Gueux marks one of the greatest careers in motor sport. In 1948 Fangio was sent to Europe to reconnoitre for a national Argentinian team in Grand Prix.



In the Gueux paddock for the French Grand Prix, he was asked casually if he would take the place of an injured driver. So his first European race was here at Gueux, and although his car failed him, he set the second fastest lap of the race. Then, after ten years that still mark him as one of the greatest drivers ever, Fangio was driving for Maserati in the 1959 French Grand Prix. In the middle of the race, his clutch pedal broke off, but he continued driving. He finished fourth, with Mike Hawthorne about to lap him but holding off in respect for the great man. He had seen Musso die, he was forty eight years old and he had nothing left to prove. As he came to a halt at his pits, he said to his mechanic, "It's finished."

Fangio never drove competitively again, but we can see and relive his and many other's exploits at Gueux. You can visit at any time, to drive the circuit and see the stands. The annual Weekend de l'Excellence de Reims is held in September, when cars and motorbikes of that Golden Age race again on the same circuit. See you there!

JOHN R DAVIES

Websites:

Les Amis du Circuit de Gueux: <http://www.amis-du-circuit-de-gueux.fr/-Accueil->

Weekend de l'Excellence de Rheims: <http://www.weea-organisation.com/>



In memory of Luigi Musso 1924-1958

Modern vs. Old

Finishing up the year, joint top of the BTRDA Auto-solo New Comers Challenge, was one of the highlights of the year for me.

What made it special for me was that I was using a classic RWD car and I wouldn't change it for the world or would I?????

For my 30th birthday I was given a drivers day in two separate super cars, and like most I haven't won the lottery or fallen into bed with an extravagantly rich woman. One which has been in my dreams lately and the other has become my lives ambition. I will let you use your imagination to figure that one out.

Needless to say in October I travelled up too Leicestershire with a huge smile on my face, which was exaggerated as soon as I saw the pick of cars you could chose between.



As like most of us involved in motor sport I felt confident against most of the others on the day, however the thought of getting into a car that was possible or definitely worth five times that of my house was still daunting.

If any of you have ever been to Prestwick Hall before, it is quite an open track with plenty of room to run off. However getting taken around the track in a Vauxhall Vectra by one of the instructors, showed me all the lines you should take and some of the ones you shouldn't. I was extremely eager to get into a super car by the end of the ride around the track. Seeing a flaming red Ferrari flying past personified the prancing horse that most boys grow up drawing over and made me choose this as my first car to attempt.



As a driver you can get quite arrogant thinking that you know how to drive and typically assume you know all the right lines. However was this going to be the only time I ever get to drive a super car??!!!

I decided to listen and take in as much as I possibly could, in my mind though I still had this connotation that the driver instructor was going to hold me back. However I was wrong – this was frigging amazing. I was getting told not to brake, not to slow down, to overtake people where I would assume they would frown upon. No black flag for me just a Aston Martin in my rear view mirror. This was outrageous and the start of a real top day.



Maybe its me, maybe its what was cool when I was a teenager but I was in dilemma! Which to take a drive in next! Do I play it cool and go for a real modern day sports car and go for the R8, which all my employees would love to hear about, or did I go for the dream car the one that puts the lust into sports car enthusiast the LAMBORGINI! Let's be honest for me there really was only one choice and it was the black beauty. Needless to say the R8 does deserve to be seen as without a doubt it is one of the sexiest cars around.



My instructor for the Lamborghini was called John, and I would say he was in his sixties, he gave me this pep talk before we even got into the car. Short of it he was saying listen to me and I will really show you what this car can do. Then as he was making sure I was strapped in, the last thing he mentioned before we set off was the power, the fact that this car had 500++++ BHP. Now you probably know how much I love my Spitfire but I started too think how much power it has in contrast.

That thought soon disappeared, my dreams off the prancing horse were about to be shattered into a million pieces. This man John put me through my paces and that of the car. The car was the modern day Lamborghini 4wd and power that could shift just about anything.

It handled like it was on rails, and it wasn't long before I obliterated the Ferrari that I had just driven, neck and neck down the main straight and not even braking for the first corner. The man I was next too was a genius he knew the exact limits of the car and knew my capabilities within what seemed like 30 seconds.



I really didn't want it to end, I had just had the most amazing exhilarating drive of the year. One which has made me even more determined to get into some sort of competitive circuit racing. I have been thinking of what the next move is and one day would love to follow my fathers footsteps and compete at all the tracks I used to go to as a kid.

The latest acquisition which could make the track is a Haynes Roadster, we already have the donor engine out of a very special rally car that could beat a Escort Cosworth in a straight line. With any luck and some more free time it could make its debut at a few sprints next year.

As it stands though I am still really enjoying the Triumph Spitfire and will compete once again in the BTRDA Championship but this time round enter the NEW National B Championship. Had so much fun and success this year and with Club Triumph. I have become a member of there competitions committee, and will be looking after there historic auto-solo events and the mini series that we run.

Roll on 2012 – Euro 2012 – London Olympic – and MOTORSPORT tons of it!!!!

MATT HELM

Hi, here are the rally championship points at present-

STAGE DRIVERS

Nigel Mummery 153

Matt Endean 55

Iain Gibson 28

Suze Endean 26

Vince Wheeler 5

STAGE CODRIVERS

Russ Burton 92

Suze Endean 55

Andy Gibson 28

Matt Endean 26

Glyn Williams 5

ROAD DRIVERS

Graham Child 143

Matt Endean 103

Suze Endean 72

ROAD NAVIGATORS

Kevin Ablitt 239

Andy Elcomb 26

CHEERS IAIN GIBSON



Cooper Car Company

My name is Terry Kitson I am one of the remaining Cooper Car Company employees there are still a few of us old boys left at the last count I believe it to be nine or so . My days started with Coopers when I was sixteen and just having left college in 1953 I joined the company as an apprentice , what ever that was in those far off days . Well to be honest my joining Cooper was not what my Father wanted for my future and some difficult discussions took place until my Mother stepped in and calmed the situation down . I would add that even when at school ,living only half a mile from Coopers I would sit for hours on my bicycle looking into the works at Hollyfield Road at those very early 500s being built , my destiny was well carved from that point onwards. Now after all those years I find myself putting pen to paper in an attempt to build a picture of what it was like in those early days just after the second World War and how motor racing struggled to start up again ,for men like Mr Charles Cooper and his son John , they really did put their stamp on producing value for money racing when you could not purchase anything in the way of new materials or machinery and tools , all that was available was second hand left over from the War years I suspect that the very first 500 was possibly drawn in chalk on the wall however I do get annoyed when it is pointed out that ,quote You know old boy those Coopers , they were all just put together from notes on the wall and very agricultural . Well lets get one thing straight We did win the F1 drivers and constructors championships in those early days and came ninth at the Indy 500 with Sir Jack Brabham driving ,this achievement was also a double as Jack also won the Monaco Grand Prix within the same two weeks after flying backwards between the USA and Monaco to qualify , John Cooper being so elated he was to name the new sports car , The Cooper Monaco ,also announcing that all the works cars should have two white stripes along the noses, this being in recognition of Jacks success. Now having got this off my mind , Oh just to add I stayed at Coopers for thirteen years including two years National Service returning to work on the Cooper Racing Drivers school at Brands Hatch ,this for a period of three years until its close due to the now increased pressure of customer sales ,still the work force was only twenty five men building the cars plus the office staff , Mr Charles saying he would never increase over that number this resulted from a short lived new fitter costing him one day saying Ere governor we have now got twenty six working men and qualify for Union status and a shop steward ...This was quickly dealt with by Mr Charles saying no we haven't mate we have only got twenty five , Good bye ,You are fired hence we never had any union intervention I can only say we did not want one or need one and the company was better off for that decision , we all worked well together for myself the best days of my working life wouldn't have missed it for the world . The company was eventually sold to another organisation and restructured ,not in my mind a good move for it only survived a short period anyway I was under pressure to get a proper gainful employment by the two family's as I was about to get married ;I still ponder what a proper job was . Cooper produced a huge number of race cars over the years and the back up was always available to owners to support them be it at a cost ,say you purchased a new car one day and the next weekend bent it we could cut off the say front end of the chassis and put it back onto the jig rebuilding the section ,customer out again racing in some cases doing the same thing a week or so later only this time bending the rear end ,back on the jig again a rebuild ,well you see in a short time he had a complete new car .

At times we worked all the hours available but nobody ever as I recall complained ,we got on with it . It has been said that many pranks and jocks happened in those days and it was generally known by the management that they did happen however John Cooper knew of them and turned a blind eye saying to me years later ,yes I knew what you guys got up too just let you have your fun knowing that when I wanted one hundred and ten percent you would all support me ,we all did . getting back to my time working I started as an apprentice ,tea boy , eventually building cars specialising in chassis construction ,onto mechanic ground support observer on the Racing school then back into the factory on production then John promoted me to working with the research and development division at Langley Road ,which in turn was to lead into working with the Formula one team for a period of time this of course was exciting and at the time of Jack and Bruce as our team drivers also later Jochan Rindt also some races with Phill Hill these were great days hard work long hours but always to be remembered fondly during my days working on production I was to build all the Formula Junior chassis and the T72 F3 screamer chassis which included the two Bruce McLaren Tasman chassis ,many thing happened of happiness but also some of sadness but overall I would not have changed a thing ,the one great thing for me is that I have been able to buy a Cooper T72 for myself ,this being originally sold to a Belgium team in 1964 ,the car winning its race at Nurburgring on the twenty seventh of September of that year the last race that I worked in F1. I now have the car and will run in minor events having obtained my MSA National licence ,I also dedicate the ownership to representing the guys I worked with all those years ago and who are my friends of long standing ,For me to see the old Formula Junior Coopers running is great and also being a member of Formula Junior Historic Racing Association. keeps me in touch A thanks to Duncan and Sarah for the Formula Junior Historic Racing Association ,Well Done Keeping all the mark of manufactured Juniors alive and kicking.

TERRY KITSON

Terry and Vivienne have some photo's , these will hopefully be in next months magazine

Blackpalfrey MC Winter Series event - 8th January 2012

It would be great to see a full entry on our first event of 2012 (the second event of our 12 Car RegRun of the 2011/2012 Winter Series) and we invite you and your members to join us on Sunday 8th January, organised by last year's Series Winners Graham Mayes & Keith Howard.

The start is just off the M20 Junc10 at Ashford (Blue and White Café, A20 OS189/062398 - good breakfast) and finishing at the Smarden Bell PH (189/870430 - nice pub, with good food).

All the details and entry form: <http://www.blackpalfrey.co.uk/?>

Regularity_Runs:January_Run

Winter Stages Rally Reflections - Goodwood 26th November 2011

Many, many years ago as an emerging schoolboy motorsport enthusiast neither of whose parents drove at the time, I held Goodwood rather in awe as a circuit where my heroes, Moss, Hill, Clark et al raced and have a hazy memory of fleeting flickering black and white TV coverage from there especially of Stirling Moss top line career ending crash at the circuit on Easter Monday 1961.

I was always hoping that a benevolent relative who drove would one day take me there but it didn't happen and by the time I was old enough and had obtained a driving licence racing had ceased (temporarily it turned out) at the venue.

Not until I was in my early thirties and a new member of Bexley Light Car Club did I discover that single venue stage rallies were taking place at Goodwood and was soon marshaling at the events they were running at the venue and kind of caught the rallying bug and not long after had the chance to make my co-driving debut there for a fellow club member Peter Clark in his bright red Mk2 Escort.

So many years later the place still holds mystique for me and I enthusiastically attend the Festival of Speed and Revival meetings when I can and although it may be a relatively simple but quick and challenging single venue I always enjoy competing there, which I probably have at least a dozen or so times over the years now.

With Terry Luckings (the 'T' in Team TR Motorsport - I'm the 'R') in his trusty bright red VW Golf 2 litre we have had some successes over the years at Goodwood, a particular high point that stands out for me was a class win in a soaking wet TWMC and BLCC Ton-Hire Stages on 31.10.98 which was I think the year the circuit re-opened for racing with the first Revival meeting and to win an award in that year was special to me - to have the use of those covered paddock garages was also a boon on such a wet day.

Enough of the nostalgia then - we entered Bexley's Winter Stages on 26th November which though end of season and non championship was at an affordable cost, and although a small entry (they deserved far more), and as relatively few venues exist these days in the South East they persevered in running it as a return to a championship date next year is on the cards I believe.

The day dawned bright and breezy with a little dampness in places round the circuit and with noise, scrutineering and documentation satisfactorily completed we lined up as car 6 for the start of SS1 in good time. Starts and finishes were either using the short mickey mouse section laid out tightly in the car park area on the outside of the circuit immediately to the right of circuit entry and also using pit lane starts.

SS1-SS6 used 2 lap 4mile stages and SS7- SS10 used single lap 2.1 mile stages.

Our main battle throughout the day was with fellow class 3 competitor Tim Porter / Martin Bragg in a Darrian T90, times seesawing between us with us being 4.46s for SS1 and them 4.56s then SS2 we were 4.35s against 4.34s after which we seemed to generally do times within a couple of seconds of each other throughout the day.

Our only real problem throughout the day apart from a few near grassy, understeer moments out on the quick back sections, and avoiding locked up extremely quick broadside 2.4 Escorts on the grass, seemed to be a front wheel judder under braking which Terry has now identified as worn front wheel hubs only working on half the bearing and now in the course of being replaced over the winter.

The stage turnarounds seemed to be undertaken without undue delay and with a small entry only the last stage took place in dusky conditions and we put our light pod on and used it just in case.

At the end of an enjoyable day we ended up 5th overall and 1st in our class out of 9 competitors so a good end to the year.

Other top ten crews familiar to me were Ian Copping / Keith Barker (Ford Fiesta) 8th overall and 4th in class and Tudor Davies / Richard Taylor (Escort Mk3) 10th.

The event was won by Adrian Brown / Paul Arberry in an over 2 litre Escort RS so congratulations to them.

Thanks go to the BLCC team, and all marshals for the efforts they put in to run the event.

That completes my season which comprised co-driving on The Brands Hatch Stages in January and on The Towncross Stages at Goodwood in February, competing on Sunday of the Crystal Palace Sprint, competing in the Brighton Speed Trials, competing in a Karting event at Buckmore Park and now the Winter Stages - variety they say is the spice of 'motorsport' life.

RUSS BURTON



The orange thing!! Was a picture of Simon McCarthy, did you guess.

Thanks Simon



MAIDSTONE & MID KENT BRIAN LEWIS TRIAL

Photos courtesy of Nick Hodson

All Committee members contact emails can be found in previous copies of Acorn, or on the web site. Any Membership enquiries please contact me Sue Jessop at

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