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MY MAP SAYS LEFT!!

NOVEMBER
2011 NORTH
WEALD AUTO
SOLO

THE ACORN



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Sevenoaks and District Motor Club Ltd

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Welcome to November's Chairman's Chat.

Hey guys (and girls), what's going on? I'm very disappointed to report that the Weald Trial on 23rd October didn't happen due to insufficient entries received in time and this was made worse by Borough 19's event, which was going to be part of the Weald Trial, also being cancelled due to low entries. Not only have we lost two good local events this time, but we've also lost another opportunity for some competitors to qualify for various championships by helping those events run. I'm not aware of any major clashes for that weekend, so it would be very useful to know why support for these events was so limited. Are we doing something wrong? Are the event formats not right? Are the venues unsuitable? What would you like to do / see instead? Now it may be that for various reasons a number of entries for these events were intended, but because the organisers aren't psychic unless you either get your entries in in good time, or at the very least let them know that you are intending to enter, then you stand a very good chance of losing the event completely. It is very demoralising for the organisers to have to pull the plug like this but of course it isn't just the one or two events that may be lost – they may well just throw the towel in and you could lose a complete series of similar events. Yes, we know that your motorsport is purely for fun and quite often family and work life can affect your play adversely, but do please remember that the organisers too aren't paid to put on events for you – even higher profile events like Crystal Palace rely solely on a huge amount of selfless voluntary contributions by relatively few people. So, what I'm asking is for us all to make a very early 2012 New Year's resolution – to make darn sure that entries are made way before the entry closing date and if you are or have been a regular competitor, no matter what the discipline, to try and do a bit more to give a little bit back by offering your help at some events. Here endeth this month's sermon – sorry to seem to be a bit down, but it is always a shame to lose events in this way. On a happier note, we were entertained and informed by the MSA at the GoMotorsport presentation in September and the handful of people that came to our October social night thoroughly enjoyed Nigel Mead's choice of film snippets. I was particularly impressed with his autotest final video and hope that we will be able to use this, plus other similar clips of our activities, at various promotional opportunities such as on the club stand at Crystal Palace next year. See Russell Giddings' words about what is happening at the social evening on the 16th November. Soon after that will be the 2011 Awards Night on 4th February. We are very pleased to announce that Stuart Turner will be our guest of honour and will be no doubt regaling us with anecdotes from his rich and varied experiences in motorsport as well as presenting many of your club's awards. So, please get your entries in straightaway for this prestigious event – you know it makes sense! Must go now – I haven't written a word about the London to Cape Town Rally in January as in a few short weeks I'll be off to Monte Carlo on the Winter Challenge with Andrew Actman and I need to do some serious brushing up on how to do Regularities properly! Until next month,

Andy Elcomb

Annual Trophy Qualification for the Remainder of 2011

With the demise of the Weald Trial some of you may still need to qualify for some of our Annual Trophies and Speed League Trophies. Just to help here are the events which will count:

6th November – Car Trial at Stoneacre (I hope this will run despite our fears)

6th November – Veteran Car Run finish at Brighton

11th November – 12-car starting and finishing at the Bell, Kemsing and using mainly map188. I need marshals, opening and closing crews etc.

15th December – Scatter. We don't usually have marshals for these but if someone wants to help me get clues etc. in preparation there is one post open.

In the current economic and natural climate there is always the risk of events being cancelled so I would urge you all to plan your qualification for trophies at the beginning of the year rather than the end. I'm not sure that 'I'm almost winning the XYZ Cup – I'd better do some marshalling' is the right attitude and doesn't show determination in your competition season.

We also count as qualifying work any major help in the running of the club, organising a social evening, pre-event work for Crystal Palace etc. so keep that in mind for the future too.

I and Chris Scudder await your phone calls!

Chin

Received from MMKMC

The provisional date for a Scatter in October will not be used this season. First event of the season is ours on Thurs 17th Nov. It'll be on 188, venue to be confirmed.

Each Scatter has been planned to be on a Thursday evening the week after a 12 Car.

Other events are as follows:

15th Dec, SDMC

19th Jan MMKMC

16th Feb SDMC

22nd Mar MMKMC

19th Apr SDMC

Regs to be prepared shortly.

Hope this helps,

Cheers,

Tom

What's Going On?

As you may read elsewhere we had to cancel the Weald Trial as we only received twelve entries by two days after the closing date. Why? We thought we'd put on a great event with a mixture of types of events, all non-damaging and plenty of 'extras' including breakfast, lunch and supper. The road mileage wasn't too high, the entry fee was only £40 including lunch for two and the day wasn't too long. The Borough 19 MC Car Trial which was a championship round only attracted seven entries and that was at a well liked venue very close to home for lots of you. OK it was on the same day as the Weald Trial but that's how it has been for the last few years with the two events cooperating and the Weald Trial visiting for a few hills. Our Car Trial at Stoneacre on the 6th November has so far only received two entries (and they are Chris Judge and his nephew!) and that has always been a great day out.

So what's going on? Don't you want this type of event? Had you intended to enter but hadn't got round to it? Did you think you could enter on the day? Please tell us what you want and we'll try to provide it. On the subject of late entries, this is a malaise that has spread over many years with a sort of Catch 22 cycle; back in the 80's events were full, or almost, and you had to get your entry in quick, especially on the popular events such as Valence (if you didn't deliver your entry to the secretary by hand on the day they were published you risked being, at best, a reserve. This still happens on a very few events such as the Preston Rally which has a very high reputation as being the roughest, toughest event in the country (don't ask me why that makes it popular – it must be machismo!) as the various financial woes hit us in recent years entries thinned out to the point where events were at risk of being unviable and so were desperate for entries and would take them up to the last minute. This established itself as the norm and we all got used to getting an entry come what may. Nice and easy, no fuss, you may think; but as an organiser it's a nightmare. How many trophies do I order? Will we cover our costs? No wonder we have trouble finding organisers (although we as a club do well on that due, I suspect, to the persuasive powers of your committee and others!) which afflicts clubs all over the country. I am firmly of the opinion that we must get back to a closing date for entries that allows the organisers to cope with the preparations for the event and stick to it – if the event folds when there are entries still to come in then tough! If you can't be bothered to enter we can't be bothered to organise – we're not doing it for our benefit but yours. It's not as if you're risking the entry fee, we have a policy of tearing up your cheque if you let us know you can't make it within a day or two of the event on all our grassroots events (Crystal Palace is a little more stringent, but that reflects the massive commitment from the club in that event).

So what am I asking? Firstly tell us what sort of event you want us to provide and secondly, when we provide them enter well before the closing date or the event won't happen.

Chin

DAVID I OWE YOU A BEER!

Hello there S&DMC . My name's Andy , and I am a new member to the club, which I joined only a couple of months ago.

I was approached by Sue, the editor for 'Acorn' whilst sitting in the queue at North weald , waiting patiently to wear a significant amount off of my TVR's tyres, brake pads and clutch. She asked me to put pen to paper (or finger to keyboard) to recount my experience of my first attempt at competitive motorsport.

Well I liked it very much...There you go!

Oh you want a bit more? OK, then, here goes.

I have, for as long as I can remember, wanted to go racing (especially saloons), but could not realistically afford it ,so had to make do with racing the boy racers around the Dartford one-way system in my 'yoof', and later on, terrorising old dears in Austin-Rover Metro's (and later Honda's) in my various mobile death traps. This year I decided that if I didn't find some other outlet to get rid of the red mist, I'd end up losing my licence!

For five years, I was the star driver (I think ;o)) for the 'Silly Sods' Lawnmower racing team and found it immense and very affordable fun, but friends moving away, and other interests saw us stop in 2001. About that time that I bought one of my dream cars (I am an 80's child after all!) a TVR 390SE 'wedge', and have had & still have some great fun with the members of the TVR Car Club (which I might add is one of the friendliest & least snobbish one-make clubs there is). However, I started considering doing something with my car other than convoys down to Rye for fish & chips, and the final decision was made for me at Crystal Palace, when one of the club members Phil Bailey, approached me on the TVRCC stand and said something akin to; " Stop polishing the damn thing and use it properly, I have!" A couple of weeks later, I duly signed up, Joined the MSA, and met many of you at a rather quaint & charming game of Bat & Trap in Kemsing.

I will admit, that I have done quite a few track days, so wasn't a complete novice to "driving it like you stole it", but even so, coming up against the starter's timing gear made the butterflies start in the stomach.

I was duly forewarned by Chris Balderson that I was, from the outset, put into a very difficult group (road-going 2wd above 2 Litre) and after sending off the application form , I did gulp upon reading my fellow competitors were, amongst others, a turbo MR2, Porsche 996, GT3 and GT3RS!.

On arrival at the airfield , it was fairly easy to see where to park & sign on, but getting to know what to do ,and when, is the most confusing part, even so I was very grateful to the several guys who pointed me in the right direction, and special thanks must go to Don Scales with the Lotus Elise who really put me at ease, and guided me around like a lost child..

Oh, and thanks David B for suggesting a tarpaulin for covering the contents of my boot on the floor in the inevitable British downpour!

I have to say, my first experience of airfield sprints was rather disconcerting, as I had been used to track-days on circuits where there are obvious reference points to judge your braking and turning in points. Turning off of a mile-wide runway onto a garden path-width side road at silly MPH does rather concentrate the mind and clench the sphincter! So much so, in fact, that on my first run I completely missed the first turning point and only a last minute bit of arm twirling saved me from crashing through the red and white “don’t go here” barriers, and onto the active runway and attempting take off velocity!

However, after the first run and learning the route, I was pleased to say I didn’t disgrace myself and knocked 15 seconds off my first run, and ended up only 5 seconds behind the GT3 Porkers.

It was great to see such a varied selection of cars, and I particularly enjoyed watching the two Talbot-Lotus Sunbeams defying the laws of physics around the cones! I met some very friendly people there, including other club members such as the B19 member Dave James with the MG B who looked after my poorly-timed bacon butty in the back of his Support car while I panicked to get ready for my next run!

Some minor work on the car, and a holiday prevented me going to the Auto Solo, but I will definitely be back, provided I can stomach the humiliation of having had to borrow some money for a cup of tea, and then again to get back through the Dartford tunnel from David Balderson after I discovered I forgot one vital omission from my checklist for the day! I haven’t forgotten, Dave. I owe you a Beer!

All the best

Andy Lovett

EDITORIAL RAMBLINGS

Well it is amazing how quick this year has gone, this will be the penultimate magazine before Christmas, although I am now putting together the Christmas issue, please can you send me your copy by the 20th Nov, so I can get it out before the 1st Dec as the post could be a bit dodgy. I hope that we will have had some events by then, and not have any others cancelled due to lack of support. Any way thank you to the people that have helped with articles for this magazine, it was good to see reports from new faces. Lets keep it up. I rely on you all.

Well till next month, take care and hope to see you out and about.

Sue J

“To add life to days when days can’t be added to life...”

Fifty@50 challenge

Hi I’m Kevin Lower, a Garage proprietor with a small motorsport problem, I am celebrating my 50th birthday by entering 50 motorsport events between 4th March 2011 and 3rd March 2012. We are calling this my Fifty@50 challenge. I will be doing mainly sprints, hill climbs and autotests at National, ‘B’, or clubsport level. I may need to add some rallies and car trials at the end of the year if some events get cancelled (or the cars break). We are raising money for Demelza Hospice Care for Children. This charity is very close to my own heart. Their motto is: “To add life to days when days can’t be added to life...” and they were particularly supportive when my son Toby was ill and passed away in 2004.

I will be mainly using a Ford Escort RS2000, Mini Moke and a Mini Saloon to compete in these events – with back up from a brace of Ford Ka’s if things go badly wrong! The events range from Mallory Park in Leicestershire, Brands Hatch and Lydden Hill in Kent, Goodwood in Sussex, Crystal Palace in London and Snetterton in Norfolk, amongst others. I have registered for at least 4 national championships to accommodate fitting in 50 events in a year. I am a member of many motor clubs in the South of England, including; Eastbourne & Ram, 7 Oaks and District, Farnborough and District and Tunbridge Wells Motor Club. All costs will be covered by Stafford Road Garage, who are funding the actual events, and therefore all sponsorship, every penny you give, will go straight to Demelza. If you can, please sponsor me at www.justgiving.com/kevinlower
Many thanks!

Kevin



NORTH WEALD SPRINT – 13th March 2011

So it's all kicked off today – scrutineering was at 7:30am which meant we had to be up and off at 5:00am for the two hour run up to North Weald Airfield in Essex. Almost as soon as we got to the event we had a problem at scrutineering where my BRAND NEW crash helmet didn't meet the new specifications of the event and so was impounded for the day. Luckily its not always what you know but who you know. Soon the A.S.E.M.C speed championship co-ordinator, Chris Judge (who was also competing at the event) came to the rescue by way of his friend Graham's spare crash helmet which met with the specification and i was able to use it for the day. The rest of the day went without a hitch, after the two practice runs it began to rain and the course became very slippery but it was the same for all of us. A mistake at a hairpin dropped me into last in class for the first timed run, but as the day went on i managed to climb my way up to 3rd in class on the rapidly drying track. At the end of the days sport, i returned the borrowed helmet to Graham , who smiled, and donated the helmet to me providing i put £50 onto the sponsor form for him. A great big thanks to Graham! All in all home by 6:00pm – a good days sport.

F.D.M.C AUTOSOLO – 20th March 2011

Today we competed in an Autosolo at Bordon in Hampshire. Slightly easier drive up there as it was only one and three-quarters of an hour to get to the event and scrutineering started at 9:00am so we didn't have to leave too early; YES! Autosolo's are a slalom course made up of cones on a large tarmac area. The event can only be competed in a road legal car that has been driven to and from the event (so no way of getting home if the car breaks!). The cars start singularly at intervals and follow the set course (up to four cars are on the course at once). We had three runs at each course set out and the best two timings taken are put forward to give your overall results, but i managed to get two wrong routes on the courses which amounts to a 60 seconds penalty so i only managed 3rd in class and 20th overall. Barney- my son- also competed in the event in his 1000cc mini. It was a good day but looking forward to a full weekend of motorsport in two weeks with Lydden Hill on Saturday and North Weald again on Sunday.

NORTH WEALD SPRINT – 3rd April 2011

So – another 5:00am start! As we drove out of Seaford it was foggy, and became thick fog as we drove through Newhaven. At this rate i would get to the event just in time to see it finish by the speed i had to drive at in the fog; but luckily by the time we got to Lewes it had lifted and dawn was breaking into a nice day! We arrived at North Weald Airfield at 7:30am with plenty of time to sign in and pass the car through scrutineering. I then walked the course, had two practice runs and my first timed run in the morning. After lunch i had my second and third timed run and all of my times – no matter how tidy, carefully or aggressively i drove – were 80 seconds. In the final results this dropped me in 3rd place, again! But, in my defence the two cars that beat me were a Lotus Elan and a Honda Integra Type ‘R’ which were much more suited to the game than my little 34 year old Ford Escort. But on the plus side, i did manage to beat the 1900cc Ford Fiesta that beat me last time. So the event was finished and we left by 3:00pm which meant that we were home by 5:00pm so on a last minute decision influenced by my son Barney who was competing in a road rally in his 1000cc Mini; me and Charlie attended the start of the road rally held by Eastbourne and Ram Motorclub and Marshalled at a time control in the event. looking forward to a busy weekend next week with Lydden Hill on Saturday followed by Rushmoore (Aldershot) on Sunday.

TO BE CONTINUED EACH MONTH

EDINBURGH TRIAL 2011

The weather for September and early October has been decidedly warm and dry, not typical weather for the classic trials. The MCC’s Edinburgh Trial is one of the oldest in the world having been run since 1904, although nowadays it’s mostly run in the Derbyshire Peak District so it gets some stunning scenery. With the dry conditions Andy Kilby and I in his MGBGT were hoping for a better run than last year and an award as we had on the previous event.

The trouble we’d been having on these events in the past was getting the handbrake to hold on the starts and restarts so we had replaced the whole lot, cable cotter pins, levers, shoes and drums and now it was working very well. Other than that the car was much as we’d campaigned it before.

As the event started for us at about 04.30 in Tamworth we set off from my place at about midnight on 30th September. The date has some significance as I have to work a very full day on the last day of each month so I’d been on the go since 04.30 on the Friday morning and only got a little shut-eye as we sped up the M1.

Andy had managed to get some sleep during the day so we didn't suffer too badly from that and as it turned out we were both fine with an hour or less kip on the way home on Saturday evening. Rally folk are tough and don't need much sleep.

As I mentioned above this event has been going a long time but one of the more recent changes has been the addition of a class, Class O, for those whose cars are not so suitable for the really tough bits or who want a gentler day out. This concept was a good idea in as much as it allowed more cars to compete while the more specialised cars, which had got better and better over time could face the sort of challenge they nowadays need. Unfortunately we have seen more and more of the more specialised cars entering Class O as there is no regulation to prevent this, although whether the attraction for them is an easy day out or whether they're pot-hunting I couldn't say. The result of this 'infiltration' is that cars like the B seem to be having a harder time as the organisers seem to be accommodating the 'specials'.

That said I'd better get back to the story; the first Observed Section was Haven hill just north of Ashbourne and last year we'd had a total nightmare getting off the line – guess what, same this year. The ruts were deep enough to ground the rear axle, not good for traction, and the sides were too slippery with the morning dew to keep out of them so we started the event with a fail.

The next Section was Carsington Pasture which wasn't too bad but we suffered another fail as Andy was dazzled by the morning sun straight at us and didn't see the correct route which resulted in a stop to correct, shame as we were getting up OK.

Well the day did actually get better from there on with only one more fail near the end but I think you'd better ask Clive Cooke, who gain a gold awards (well done!), for a report of the whole event.

If you have a car that would be suitable for these events I can heartily recommend them for a generally enjoyable day out.

Chin



My next door neighbour knocked on my door at 02.30 this morning. Can you believe it, Luckily I was still up playing my bagpipes!!

The Grim Reaper came for me last night. I beat him off with the vacuum cleaner, talk about Dyson with death!!

ROUND EUROPE IN A TRIUMPH

Just had the most surreal holiday I can remember. One day driving through the pitch black covering mile after mile through the French, Belgium and Luxembourg countryside.

Then waking up in a Kart track's car park to start what was the most breathtaking drive of my life.

To set the scene I've been a member of a classic car club for the last two years (CLUB TRIUMPH). Where in the past I have attempted the grueling Round Britain in 48hrs trip, but after working all week I surrender and headed straight home after getting to John O'Groats.

Redemption was needed so the 10 Countries and a few hotels along the way, was right up my street. I was lucky enough to have a father to prep and prepare a car that could handle the journey. A 1972 Triumph Spitfire 1500, all I had to do was turn up with a wedge of cash for petrol, hotels and food.

60+ Classic Cars ventured fourth on the Thursday morning, and after an uneventful ferry crossing motored on into the early hours of the morning, and the overnight sleep in the car under the footpath of Basle airport.

The next few days we travelled through France, Austria, Italy, Switzerland and Litchenstein, covering 20 different mountain passes. The only trouble we had throughout the journey was minor overheating which was to be expected with the strain the little Spitfire was going through.



You've all probably seen Top Gear and their little excursions along some of Europe's most famous roads, but this was my turn. Following other like minded drivers up and down mountain passes for two solid days of fun and banter.

You do things in cars you wouldn't dream of doing, some of which your Grandma would probably frown upon. The poor little 1500cc of the Spitfire, did its best to chase GT6's and TR6's throughout the whole of the journey. Even cooking the brakes coming down the Italian passes and pumping away just to make sure the poor little thing got around the corner.

This being the same Spitfire I finished the Sevenoaks Autosolo in September in. I certainly got some practice at precision driving. Overtaking drivers going up and down the passes, dropping down the gears to whip around the many, many hairpins. The lack of a LSD to push on I think was a benefit this time, as I wouldn't want to get the back out too much. The drops on the side of the road got forgotten with the amount of fun was had, but they were outrageous and any mistake would be terminal



Getting involved, with car clubs including Sevenoaks, Maidstone and Mid Kent, BTRDA and Triumph has been an adventure. One weekend you could be competing and having a laugh with fellow members at Autosolo's, Autotest alike, the next travelling through some of the most beautiful countries in the World.

An amazing year an amazing hobby! Roll on 2012!

Matthew Helm

ED Next time you are away why not take Acorn on tour?

Lotus Notes 2011

Hi all, so another year has all but gone....2011 started with me changing the rear wheel bearings and suspension bushes on the +2. I'd run it on 'Rose Joints' for 10 years or so after bending the chassis in a big off at Goodwood in my 'yooof'. The adjustment on these allowed me to crudely dial out the twist and get all four wheels pointing in roughly the right direction. Now one of the 'MSA rule change warning' newsletters last year had said 'Road Going Cars' will have to run bushes not metal suspension joints in the future (2012 I think, although this year's Llandow Sprint for example had it in their regs.) So I needed to switch back to bushes but still keep the adjustment or replace the chassis for a straighter one for the second time (first time in 1982 !). I managed to get some adjustable wishbones made up to accept bushes thus keeping the MSA and me happy and they were (I thought) an easy fit



After a year out from Speed Championships to do other things in 2010 I decided to have a go again and this time to focus on the BARC SBD offering. This is in effect the grandson of the old 'Triple C' championship and is arguably 'National', albeit a shadow of its former self in terms of support compared to the days when 7 Oaks man, Iain Gibson won it. The current regulations now use previous record times as the target, points being awarded relative to that time. With previous contender Matt Carter in his mean S2000 setting many of my class's times in 2010 this was going to be a challenge....

With the +2 ready and some winter time left before the first round at Mallory I started to explore my new project car. If you read 'Lotus Notes 2010' in Acorn late last year you will know I want to try and build a '70's modsports racer' style one off and the donor car I've bought is an ex 750 MC Radical Road Sports Esprit now fitted with a twin turbo charged Rover V8. Having driven it a bit some things, to me at least, needed some work before getting into the project proper. The MOT man also added to the list, the combination of which included reducing the spring stiffness (1000 lbs/inch on the rear !), sorting the idle hydrocarbon levels (5X over the limit for an 80's car !), getting some steering lock back (first time I drove I hit the kerb opposite turning out of the drive !) and sorting a very juddery clutch.



Mallory was the first SDB round, and proved to be a great sprint venue, the +2 was running well getting a class win but as there was no previous target time to beat, token points only. Ben and I slept overnight in the back of the S max in a ‘boys on tour’ sort of way and were delighted to



Next was the excellent Loton Park hill climb in Shropshire which we combined with the Easter weekend in Snowdonia. Here I set a personal best and although close, I could not beat the target time by around a second.

Third round was Gurston Down and being the class record holder I felt confident of good points, first practice though was scary with the car diving all over the place under braking. Examination revealed I'd made a fundamental error on mounting the new bushed type front wishbones back in the winter. I'd been good and used new nuts and bolts but stupidly used the old washers. Well the OD of these was, it turned out, just smaller than the ID of the tubes the bushes were cased in, net result under braking the car, in effect, slid out of the tubes leaving the wishbones barely attached to the chassis. I can't have braked as hard at Mallory and Loton as I did Gurston ! . As I said earlier I (thought) these were simple to fit ... you can't be too careful



That fixed I ran it up to Crystal Palace football ground to help the Giddings boys promote CP where along with the Turbo nutter Celica and V8 muscle TR caused plenty of ‘Ow fast it go mister’ type interest.



The Fourth and Fifth rounds were a full weekend at Wiscombe and things were again going well beating my PB, the target time (at last) and taking a couple of class wins. Ex 7 Oaks and BTCC man Patrick Watts was there having a go in his Allard along with Mike Knapman in his similar example, albeit the latter (car) with a little more ‘patina’ !



Next was CP, not a Championship round of course but wasn't it a great weekend ?



As the photo shows the competitors endured Andy E's somewhat dictatorial tendencies at the briefing – could be a contender for the fourth plinth in Trafalgar Square perhaps ?

By now I'd got the hydrocarbons sorted on the Esprit, the Webers found to be choked up with bits of silicon sealant from the crude pressurised air box. Lock limiting spacers were taken off the steering rack after some cutting and shutting on the front anti roll bar to get some steering lock back and some eBay sourced softer springs were fitted. I thought some new drive shafts and suspension bearings would solve the clutch judder but that is still there but at least they are now done. Now MOT'd I drove it about to assess what else was needed before removing the shell. Although the springs were half the rate it still feels too hard for 'the hills' but that can be addressed later. It wasn't running that well with not all cylinders firing all the time for the first 10 miles or so after lengthy idle but when all working it does shift albeit in a pretty intimidating sort of way ! That convinced me that I needed to move the turbo's far enough away from the heads to be able to get the plugs out and generally make it easier to maintain. So some shiny new manifolds to move the turbo's have been made up to generally get more elbow room around the engine and align the system shape up with the intended new shell

Back to BARC SBD, after the Wiscombe success I was now lying second overall, at Abingdon I won the class but just missed out on the target time by a tad and started to notice I was losing coolant. This got worse at Castle Combe where I was several seconds off, possibly not helped with a coolant spray onto the rear tyres .Next round was Llandow and now I could see 'white smoke' in the mirror, investigation revealed steam coming out of the breather so a head gasket or cracked block are suspected. That said to make it a Welsh 'Weekend' we carried onto the non SBD (but & Oaks SL) round at Lys-y-Fran on the Sunday with David and Christine B and 'Jay and Shell' where 'team Sevenoaks' scooped a fair share of the pots, and not just T pots either !





Having decided to base the 'mod sports racer' project on the Lotus 62 (a 1969 Works 'Group 6' Europa on steroids that was a prototype for bits for the future Esprit) I collected a shell now, a year or so before I will need it, as the owner of the moulds is about to retire to France and although he say's not, I fear his business may move on or close.



I just need to get 5 inches out the Esprit wheelbase now to make it fit ...

Now lying third overall in the BARC SDB Championship I toyed with taking the head off the +2 to try and sort the coolant problem but knowing when I do there is also a cracked front cover to replace (sump off job) and heavens knows what other horrors, I decided to leave it for now. It's still pulling well and deep down I suspect the way over-bored and long term abused block has cracked below the BDC ring position so if I start that's probably it for the season anyway.

I changed the oil and put some 'wonder seal' in it then took it to Harewood in Yorkshire where I managed to take a second of my previous personal best but was still just off the target time. 3rd overall in the SDB Championship maintained but this increasingly looking like the final result.



Late August saw me grab an 'opportunity' driving down from Preston with yet more 'junk' on the trailer, this time a 'free to strip and collect' four post garage car lift !. Putting that in the garage at home will take some winter nights but with all this project activity looming surely the way forward ?

There's not been much time for karting with Ben, but we got down to Lydd with our kart for the second time in September, where he managed to avoid spinning all day unlike me and most others down there in changeable conditions. It was encouraging to see him treating real kit with more respect than his 'X box' creations that generally end up on their roof !

Next BARC SBD (and 7 Oaks SL) round was Brands which was going to be pushing my luck with the 'steam engine' in the +2, but having now taken the rubber seal out of the cap I figured the coolant would be more likely to come outwards than go inwards to the crankcase which must be better. Again the car ran fine to lead the small class albeit a exhibiting mixture of steam, tyre smoke from contact with the front wing on paddock compression and perhaps some good old 'twink' oil haze captured the attention of 'snapper' Colin Shipway...



Then a Shelsley Walsh week end with an SBD round on Saturday followed by Speed League on the Sunday. The ongoing coolant loss damage limitation development continued, now with a large catch tank (an mixed fruit salad tin can) fitted to the end of the coolant overflow pipe in an attempt to avoid the steam and a certain amount of coolant spraying up on my own back tyres and general catching the attention of the great and good ! . By emptying this each run up the hill back into the system things were looking and smelling much better. Shelsley is one of those venues 'you have to do', the place buzzes with history and the whole weekend was well supported with a whole gambit of current and not so current competition cars...

It was made all the more challenging with very changeable weather causing each run to be a leap into the unknown. I managed enough for reasonable SBD and SL points on the respective days and once again the 'twink' hangs on in there with just Curborough and Debden to go...



These two events were the same weekend, technically the change to the +2 was fitting an even larger coolant catch tank as Debden is a longer run than Shelsley and the mixed fruit salad version was only just big enough there. I found a large baby milk tin in my late dads shed (probably mine so it's been round a while) that did the job splendidly. Curborough went

well for me with good SDB points and a PB. This firming up a third overall and class win in that series. It went less well for the ex Darren Russell Citroen Visa that has been out some SBD rounds in Welsh hands, it having to be carted off after a roll and smashed sump, the driver escaping unhurt.



Then onto Debden for my 10th SL round to try and catch the leading pack of Jeff Wiltshire, Andy Gay and Chris F-G. The full entry and 3 timed runs made it a full day with some excellent times being set once the dust had cleared a bit from the track. I could not quite get on terms with a well driven Morgan and took second place, but with Jeff and Andy also slipping up against some very hot opposition and Chris in a small class I might have just snicked past them. There is a final round at Lydden but I've not entered. By the time this is published we should know the outcome.... I've 'donated' the +2 and me for a Scouts 'car maintenance' session next weekend then I'll pack it away and fix up the four post lift, pull the twink out and take it to bits, then the '62' project needs starting and before we know it will be CP time again

Andy Webber

ONE LINER

I just passed an AA van parked on the side of the road, the driver was sitting there crying his eyes out.....I think he's heading for a breakdown!



STUART TURNER

Has kindly agreed to be our guest speaker at our Annual Dinner and Awards evening on Feb 4th. It will be a very interesting evening, even for the partners that come but are not really interested in Motorsport. Stuart is always a pleasure to listen to. Hope we see a lot of you there, it will be very entertaining.

Stuart was competitions manager for BMC during the 1960s when he brought a whole new professionalism and a more scientific approach to running a factory rally team and master-minded all those wins for the Minis in Monte Carlo and all over Europe and beyond.

After a spell as publicity manager at Castrol, his services were secured by Ford Motor Company in charge at both Boreham and the AVO factory, which brought them rally dominance with Escorts, RS200, Sierra and Escort Cosworths in the 70s and 80s. and as Director of Ford of Britain public affairs. Raising Ford's profile image and reputation up to levels they maintain today with continuous competition successes.

As well as being the author of more than 20 books and countless articles, with a post retirement career in after dinner speaking.

If you have ever heard Stuart speak you will know he has a dry sense of humour with a deadpan delivery and is wonderfully witty and entertaining. I know we are in for a real treat.

Naturally we will have films illustrating Stuart's career with footage from the 1960s BMC minis, Big Healeys, and the 70s & 80s with Escorts, Sierras etc.

Stuart knows just about everyone in motor sport since he started competing himself in the 1950s and has a wealth of stories about people places and behind the scenes events

STUART TURNER.

Champion British navigator for the first two years of the Championship and winner of the 'Autosport Award' as BTRDA Gold Star navigator for 3 years, still the only one to do a hat trick in that championship.

Co-drove in factory cars for Austin Healey, MG, Triumph, Mercedes, Saab and Auto Union on many of the major events like the Monte, Alpine, Liege and Tulip rallies.

Won 1960 RAC Rally with Erik Carlsson in a Saab

Sports Editor of 'Motoring News' where started the MN Rally Championship.

Competitions Manager at BMC during the successful days of the Mini Cooper and Austin Healey 3000.

Publicity Manager at Castrol where began their club support programme of quizzes etc.

Competitions Manager at Ford of Britain when the Escort was supreme. Also ran the Advanced Vehicle Operations factory making Escort Mexicos and RS2000s.

Director of Public Affairs at Ford of Britain before moving back into motorsport as Director of Motorsport for Ford of Europe where introduced the RS200, Sierra Cosworth and Escort Cosworth before retiring.

Currently Chief Executive of the Motorsport Safety Fund, a charity producing films and publications to help keep the sport safe.

Was a member of the MSA Council (the governing body of the sport in Britain) for 18 years and was awarded the Prince Michael Award of Merit in 2009 for services to motorsport.

Author of some 20 books on motorsport, business and public speaking including a recent one, Harnessing Horsepower, a biography of Pat Moss Carlsson.

Winner of a Benedictine After Dinner Speaker of the Year Award.

Speed League Update

As you read this in early November we will have had the last round at Lydden Hill and I will have a set of full (provisional) results for the 2012 season. However at the time of me submitting this for inclusion in the Acorn the event has not happened yet, so the table below is as up to date as it can be. Again it's all still pretty close and depending who is out at Lydden there is still quite a bit of scope for people to shuffle up or down the table.

On November 16th I will be hosting a Speed League Forum held at the Bell, Kemsing at 8pm. This is an opportunity for me to put forward any enforced MSA changes for 2012, put forward the provisional 2012 calendar and for you to discuss any changes you would like to see for 2012. Typically it's a fairly laid back affair. I hope to see you there.

Finally once again I would like to remind you that at almost every event we have been to this year the marshals and organisers are volunteers, out to help run events for our enjoyment. There are a number of events that SDMC are running over the winter months and it would be a very gracious reciprocation if some of us were out marshalling or helping with the event in other capacities. I believe in this Acorn Chin has published a list of events that SDMC are running that need our support. Also some of you are yet to qualify as you have not done any marshalling in 2011. So in line with the championship regulations, as things stand will be excluded in the results at the end of the year when they are finalised.

Russell Giddings
-Speed League co-ordinator.

Rd12	Rd13	Rd14	Rd15	Rd16	Rd17	Rd18	Rd19	Rd20	Rd21	Rd22			
Llandow	Llys y Fran	Goodwood	MIRA	Hethel	Curborough	North Weald	Brands Hatch	Shelsley Walsh	Debden	Lydden			
16-Jul	17-Jul	06-Aug	06 Aug	07 Aug	13-Aug	28-Aug	10-Sep	18-Sep	02-Oct	22-Oct			
Tourist	Tourist & Hill	Local	Tourist	Tourist	Tourist	Local	Local	Tourist & Hill	Local	Local	Average Score	Best 10 Score	Rounds in Total
12	15						11	12	12		13.7	137	10
		15					12	14	11		12.7	130	12
		15					2	11	13		11.5	130	13
12	14				13		13				12.1	121	10
				10	11	14	11		11		11.3	118	13
				8					12		10.4	94	9
		9							12		11.3	90	8
10	12				9	6	9				8.5	85	10
		9					9				10.7	75	7
						13			13		12.2	73	6
					9	11					10.4	52	5
				6		13	7		4		8.5	51	6
						13			12		11.8	47	4
						9					9.0	45	5
						8					8.8	44	5
				6					4		6.0	42	7
						9			10		10.3	41	4
		14							5		10.0	40	4
						9					9.3	37	4
						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

Tour Of Kent 2011

Shelly and I decided we would try the Blackpalfrey organized Tour of Kent. Our previous experience of navigational events being limited to 2 scatter rallies and not particularly successful ones at that I think last and second to last were our placing. The event Looked good value for money at £60.00 per car with 2 passengers, this included bacon sandwich, Lunch and an evening meal, rally plaque and of course a map book to follow the given route. Two options were offered, the easier Tulip road book or the harder option of navigation map, needless to say we took the Tulip option (for explanations on both pop along to one of chins rally schools). The Saturday before I spent the day grooming the Tiger checking water and oil levels tyre pressures and applied a nice layer of auto gylms finest, the car looked good even if I do say so myself.

I woke a little before the alarm clock and I could hear the distinctive sound of the wet stuff falling out of the sky all of that polishing for nothing, never mind, we set off and as we drove to the designated meeting place of the Moat pub on wrotham Hill the rain was easing, upon arrival we were greeted by the organisers and given our maps and most importantly food vouchers, I love the smell of bacon in the morning.

Cars started to arrive and there really was some diversity to the entrants, 1930 Lea Francis to a Rover 75, Seven oaks represented well with around 10 entries including our chairman Andy, and yes he did take the harder option on the route maps, he and Sue were in her MX5 with roof down unlike us, roof up warm and dry.

First Section distance was to be 43 miles with the first car leaving at 09.31, each car leaving at one minute intervals we were car number 11 so at 09.41 we were on the start line and waved off, I love the sound of these said a guy standing on the start line so plenty of throttle was used as we roared off up Wrotham Hill. Very soon Shelly settled in to the map reading and the drive became a pleasant mix of sight seeing and pretending to be on a rally, I did get told to slow down on a couple of occasions but we only missed one junction with only a small amount of reversing needed . We arrived at destination 1 which turned out to be the Kent and East Sussex Railway Museum with a couple of minutes in hand . Time for a coffee and comfort break a quick look round and we were off again a short section this time 20 miles in total and this brought us to Bewl Water for lunch. An hour was given to feed and water the crews plus a quick glance under the bonnets before we set off again at 14.11 for the third and final section of some 58 miles, this would bring us back to the start location of the Moat . Each car again was set off at minute intervals but we quickly caught the car in front of us before we could even get out of the grounds of Bewl water Darren and Tracey in the Frog who to be fair were being held up by 2 ladies in a 1953 Singer Roadster. The 2 previous sections we had been almost completely on our own which had been nice with no one to lead us so as to test Shelly and no one behind pushing me along at a pace I did not want to go at, soon we were

joined by a Wolseley 1500 and a Triumph TR4A Darren decided he had had enough so dropped a couple of cogs and went by the Singer, we followed and Darren kept his foot in and so left us behind we now settled in to the gap left, again with nobody around us just how we liked it earlier in the day. A few miles pasted things were going nicely with no missed turns we had taken the roof down at lunch the sun was out , suddenly the rear view mirror was full Wolsley again, must be being driven by Jack Sears (touring car shoot 1958)I thought , I lifted the pace a little and soon they were no more, now we had an SS 100 Jaguar in front he waved us past again we have the roads to ourselves for some miles until Shelly turns to me and says “what’s that smell” “its Castrol aaahhh” I reply, the distinct smell of a pre-war car, a couple of corners later the 1930 Lea Francis is in front of us and I can not believe the pace he is going through the lanes and up the hills, super impressive! We turn on to 7 mile lane and the driver of the Lea Frances waves us by, wanting to show off a little I pass with plenty of revs and shoot off down the hill only to have the oldest phase in the navigators hand book shouted at me “ WE WANTED THAT LEFT TURN” Anchors on we stop and I turn round quickly but too late the Lea Frances has made it to the left turn before us, we turn in behind him but he waves us past laughing and waving his finger at us. A mile up the road we stop at the last check point behind Darren and as I look in the rear view mirror I see the Lea Frances sail past the end of the road and he has to back up to turn down towards the check point we wait and all laugh together this time. A few more miles and we pop out on Wrotham Hill and pull into the Moat car park at around 3.45 just over 20 minutes early . We handed in our time cards and meal vouchers and sat down to have a well earned drink.

An excellent way to spend a Sunday

Jason and Shelly Sunbeam Tiger

JASON ANDREWS



2nd CHANCE AT LIFE—GRAB WITH BOTH HANDS

Well I have been a fan of BMW's since the early 90's and have always liked the idea of some club level motor sport. Sadly, as is often the way, life and kids got in the way. Then, in December 2004, I was in a near fatal car crash where I broke my neck, my back and shattered my pelvis. I was in a coma for several months and not expected to survive, let alone walk again! It had been a long road to recovery but finally this year, I was able to buy myself an early 3 series BMW that had been used for circuit racing, albeit some years ago. I had no excuse now so paid my club dues, sent off for my license and kitted myself out with race suit and helmet. My first event was to be North Weald on April 3rd.

The day before the event I went and hired myself a trailer and van, loaded up the car, after making preliminary checks, grabbed some tools and set my alarm for an early start on Sunday. To the inexperienced it probably looked like I had a fair idea of what I was doing. If only they knew! As I drew closer to North Weald I soon found myself being joined, by other competitors, also making their way to the event. It was great to see Escorts & MX5's and various other cars all heading to compete. I was genuinely excited, if a little nervous. As we all arrived at North Weald it began to dawn on me that I really was in at the deep end. Unfortunately I hadn't anyone with me for moral support but once I started asking questions people were kind enough to offer advice. I signed on, passed scrutineering and queued for the noise check. Luckily I scraped through...just. So, that was it. I was going to be doing my first ever sprint event in a classic BMW! It was time to concentrate and get that first practice run over with so I headed for the queue to the starting line.

Not only had I never competed before, I had never driven the car in anger. Added to that, I had never driven in a full race suit, gloves, balaclava and helmet either. As my turn to start grew ever nearer, so the adrenalin and nerves increased till finally it was my turn to go on the green light. Left and back with the gearlever, I selected 1st. I revved the 2.5 litre straight six and heard the triple Dellortos sucking air greedily. The light went green and I dropped the clutch! Surging forward I snatched 2nd, then 3rd, then BANG!! and all hell breaks loose as I struggled to keep the car under some semblance of control. I could tell that something had failed but wasn't sure what? In fact, the front nearside hub and bearing had exploded like a grenade. My event was over! A mixture of disappointment, embarrassment and frustration was all I remember about limping back to the pits. A quick inspection confirmed there was nothing I could do, except load the car onto the trailer and head for home. It was such a bitter disappointment but I was determined to try again and learn from the experience.

Later in the week, I decided to strip the car, with a view to making repairs. At this point I concluded that my car was much more tired than I had first thought so I needed to either restore it, or replace it? At this point fate lent a helping hand. A friend, who was then the editor of Practical Classics Magazine, had just finished building himself a similar car to mine.

A change of plan meant that he had offered it to me, so I sold one car to buy the other. Perfect. Some better brakes and tyres were all that were needed before I was ready for my next event. This was to be Crystal Palace on May 29th. The new E21 BMW I now had was MOT'd which meant I no longer had the hassle of hiring a van and trailer. As I set off early on Sunday morning I was pretty confident that at least the car would be fine this time! I arrived at Crystal Palace with time to spare and was directed to the paddock. It's a wonderful venue and it was almost surreal to see so many lovely cars dotted around the pit area. I took my place in the pits between an Alfa and a VW Golf. Both the other drivers were friendly and helpful and what nerves I had felt soon subsided. I busied myself with some last minute checks as I waited for the scrutineer to inspect my car for it's first time. I was sure everything would be fine but you never know do you? I need not have worried though and soon it was time for first practice.



Now I had finally done my first proper sprint event. The car had proved to be reliable and great fun so I entered another sprint at Goodwood. I had been there many time for car shows but never driven the circuit. I arrived a little later than planned which wouldn't have been a problem except that I'd forgotten to bring the front timing strut, after removing it for the drive down. I hastily cobbled one together as the scrutineer grew ever closer. I also had to borrow a pair of gloves having somehow lost my own. It was all a little hectic but once the car was passed fit I grabbed a quick cup of tea and concentrated on learning the circuit layout. I had spoken to a couple of other competitors and my first practice run confirmed all they had said. I braked far too early and didn't carry enough speed through the fast corners. It was still great fun though and that's the most important thing for me. I grew more confident with each run and got quicker too. In between runs I chatted with other drivers and looked at some great cars. All in, it was another really good event and one I am pleased I did.

My third event of this year was at my favourite circuit, Brands Hatch. I have always loved this track and can remember going there aged 16 to watch the old BMW County Race Championship. This was a championship where BMW dealers, from different counties, would enter identical e21 BMW 323's and the racing was frantic. It also included the likes of Mansell, Brundle and Needell. So, for me to be driving my own County Race replica there some 30 years later was a bit special. I guess I'm still a bit of a kid at heart? I had already done a few track-days at Brands so knew the track lay out and was able to push a bit harder from the

outset. I always enjoy driving at Brands and this time was no different except that, as the year has gone on, I have grown a bit more confident in both mine and the car's ability. I have also learnt the value of preparation after the disaster that was North Wealde back in April.

I'm already looking forward to 2012, although I do have one event left later this month at Lydden. It's been great fun and I have met some really nice people as a result of joining the club and competing. I am sure next year will bring more of the same. Hopefully, now that I have most of the initial starting costs out of the way, I will be able to enter a few hillclimb events too? Prescott is definitely on my list of places to drive. I am also planning to volunteer to help with setting up etc. The guys & girls who have done all the work behind the scenes deserve a huge thank-you! I would also like to thank everyone for making me feel so welcome and offering words of advice when I've needed them.



Thank you!

Mark Brown

Car Trial, Sunday 13th Nov **2011 at Hungry Hill, Aldershot**

Welcome to our 2011 Car Trial at the Hungry Hill site, where Trialling has a special flavour, on some fun and challenging terrain.

To enter the Clubman's event, your car doesn't need to be taxed, insured, or MOT'd, as long as it meets the safety requirements at Scrutineering.

The event also features our 'Share a Shed' award, for the best combined performance by two FDMC drivers, using the same car

The National B event is a qualifying round of the ACSMC Car Trial Championship, and the 2011 REIS ASWMC Car Trials Championship.

We are looking forward to seeing you on the 13th - the Organisers

SECRETARY OF THE MEETING

to whom all entries must be sent is:

Simon Taylor

Post 27 Lime Drive, FLEET, Hants, GU51 2XJ

Email simontaylor@FDMC.org.uk

Phone 07966 826 706 between 9am and 9pm.



Hi Sue.

I read with interest Andy's article about speeding and the speed awareness course. I too fell foul of this in January 2010 after having my collar felt on a sunny afternoon on a deserted stretch of the M6 in Cumbria driving back from a week's business in Scotland. Fortunately I spotted the laser gun on the bridge a long way in the distance allowing time to lose some speed, suffice to say I was unhappy about being nicked, but 82 MPH was on reflection OK. So, speed awareness in Cumbria, or chose a location nearer home was not too much of a tease. What surprised me initially was the courses are run by independent firms, & at the location chosen varied in cost enormously. I travelled to somewhere near Reigate and saved about £50 over taking it in Maidstone! This seemed an anomaly which may well have been ironed out now as I was one of their first victims.

Of the 30 ish fellow victims, more than half of them had been nicked by a speed camera near Merstham. One of these was a milkman who turned up at the course, milk float, uniform the lot! He was snapped at 4AM, a real danger to society!

As Andy says most people were just normal everyday folk, but some just couldn't grasp certain rules, especially derestricted road signs, vans & cars varying limits, one in particular a professional van driver.....

I came away thinking I'd learnt something but I'm not sure what, & I too was happy to have avoided the 3 points. I spent a week probably thinking more carefully about my every move then slipped back to my normal relaxed but safe standards. I mostly try to keep my fast driving to the track & so far (touch wood) have a long blemish free driving record, so I must be doing something right! Although the "Team Kemsing Gumball Rally" runs to North Weald with 6 or more fast cars heading from the same A to B can be a tease....

Jim Giddings

20/20 rally on the 26th 27th November

I think that this will be the only 20/20 now till the end of the year
Lets give it some publicity and support - please ?

Yours **Roger Sawyer**

Hi Roger

I am running a 20/20 rally on the 26th 27th November for Census under Weald MC. Can you please send out the attached regs and the below message to the Weald mailing list.

Central Sussex MC will be running the Tony Watson 20/20 rally on the 26/27 Nov. The event will start near Billingshurst and using the best bits of maps 197 and 187. It will be a no non-sense plot and bash event with simple nav for the novices. So 100 miles 20 controls made up of six 10 mile section but these are broken up by 2 groups of seven 2 to 3 mile sections. If you did any of my old Nightwatchman ralliein the 90s then you will know the kind of event I have planned.

The route is mostly tarmac with a couple of very short whites no need for sump guards.

Regards **Matt Fowle**

CAPTION COMPETITION



LAST MONTHS ANSWERS



- 1) "What pub did you say you were going to later?....."The crack and bottle" ..
- 2) Car builder solutions?.....No just builders bum.....
- 3) "Stand well clear.....she's about to blow!"
- 4) Anyone seen my belt?
- 5) "These new North Weald Bike Racks are really ace aren't they"

Chris judge



- 1) GP Says..."Oh no CJ, Elcomb's caught us red-handed"....
- 2) CJ says...."I told you if you lit that bloody romantic candle Elcomb would take a piccy
- 3) CJ says....."Well, they may have caught us out GP having a candle-light supper, but they don't know it's my turn on top".....
- 4) CJ says...."Well it's bottoms up then GP".....

Chris Judge

Be a Rally Driver for free with Rally Team GB

<http://cutecookie.co.uk/Images/Sunseeker800.jpg>

Rally Team GB will contest the World Rally Championship in 2012 with a line up of British drivers Louise Cook and Stefan Davis. However, Rally Team GB is going to choose a random member of the public to be their 3rd driver. They will join the team for FREE on the World Rally Championship round Wales Rally GB 2012.

“It is a difficult sport to get started in. There are a lot of obstacles, and people find it difficult to overcome them all, I know I do. I thought it would be great to give our fans a foot up, and a hassle free chance to get their own rally career started, and more importantly advise fans on how to make things happen themselves.” Said Rally Team GB Driver Louise Cook.

We are not talking rocking up at a rally school for a day out, and be left with just dreams. Through the Team’s Facebook page <http://www.facebook.com/RallyTeamGB> they are giving one lucky fan an insane chance of a lifetime! The chance to kick start their very own rally career for FREE! It does not get simpler. All fans need to do is “Like” the RallyTeam GB fan page now, and they will be entered into the free prize draw! They will make 1 lucky fan a fully fledged MSA Licensed Rally Driver to run in the 3rd team car at Wales Rally GB Nat B on the 16th September 2012. Totally ridiculous!

10 jammy fans will be chosen randomly from the Rally Team GB page's fans every month until the 31st July 2012. The sooner fans join the more chances they have of winning. The 10 monthly winners will be drawn from the pool of Facebook Rally Team GB fans throughout the year. There will be a minimum of 130 semi finalist who will then battle it out to make the final 10 shootout, where they will take the wheel to be tested to see if they have what it takes to be the real Rally Team GB’s 3rd Driver.

“We want to give someone an easy start, something neither of us had. More importantly, we want to get more people involved with rallying & help some of you start your own careers.” said Rally Driver Stefan Davis.

The lucky driver will then be lent everything they need to compete, all the gear, service crew and a Rally Team GB car for the teams local round of the World Rally Championship the world famous WRC Wales Rally GB (National B event) on the 16th September 2012.

Anyone can enter, all you need is a valid driving license by the final prize draw on July 31st 2012, so if you have not already, time to get started, entrants must have never held a competition license in any country. The free prize draw is open to all nations.

The selected lucky fans will have to cover their travel and accommodation to the semi-final, final, and if chosen, the rally itself.

www.facebook.com/RallyTeamGB www.rallyteamgb.com

www.cutecookie.co.uk www.stefandavis.com

Big cams and Angry Grinders!

Decided in 2011 to do both days at the palace, as its now my annual competitive outing I wanted to make the most of it and hopefully really get my eye in! and set some good times, I also bought myself a brand new approved crash helmet after last years debacle and a friend kindly painted it to match the car which I thought was very smart!

Through march/april I sneaked the mini minus into the company workshop and in between customer work, removed the engine/box and set to with some upgrades to up the performance, my engine guru devised a suitable 'sprint' spec cam profile, compression ratio raised, the cam grind required some mods to the pushrods to stop them popping out! shimming the rocker posts was also required, we now had way more lift then before and I was looking forward to trying it out! I also prepared a pair of larger SUHif 1.75" carbs to complete the mods, in between times, I managed to have a nasty accident with an angle grinder whilst under a car carrying out repairs, the damage I did to myself was amazing but more amazing was the fact that it could have been so much worse! needless to say I dressed my own wounds and completed the job! (think of the money!) and I also wanted some spare time to put the minus back together! working with bandaged arms covering very painful injuries made progress slow everything on the car prep side was going to plan and I was able to fit in a rolling road session at sanspeed the wednesday before the event, peak power was up around 10bhp and the drivability transformed we ran out of time in the end to try some different needle profiles but I was more than pleased with what I had for the weekend! With the car prepared I arrived at the palace early sunday morning ready to do battle..

In my class all the cars where slick shod racecars with a lot more power so I set myself the target of comparing times with the famous Bevan Hillman Imp a newly built replica of the 70s btcc class winner, to be driven at this event by none other than Rod Birley a race driver with more than 200 race wins under his belt, he races a escort cosworth these days so a change of pace in the Imp! I really concentrated on getting good starts with just enough wheelspin to get moving and it seemed to work

The car felt good and running 2nd in class behind a race M3 after the two practice runs boosted the old confidence a bit! I found myself being good Samaritan this year and lending my crash helmet to another driver which made life a bit awkward as he would be coming back to the paddock just as I would have to start rolling maybe 5 cars from the start line, but as the wife said it was good karma as someone lent me a crash helmet last year otherwise I would have been out of the event so good turn done! and thanks to the marshals who saw our problem and directed the queue perfectly to help me 'get dressed' before the start line!

The track length was a little longer this year making comparing times from last year a problem but the now longer run to turn 1 allowed max rpm in 2nd gear so you could really get it moving with a little dab of brakes and back on the power allowed a lovely sideways entry into the corner and when i got the line just right I could hold it flat all the way from the turn 1 apex (left) a slight right then all the way to the hairpin.....

The car was now more drivable with excellent pickup, and more top end rpm each run gave a faster time its just a shame I couldn't compare my times with last year as the car felt far quicker and sure looked fast going by positive comments from spectators and the commentator!

In the end I was 5th in class out of 9 and beat the imp by 2.3 seconds! well pleased! as for the unofficial fastest mini I was 2nd with a 42.63 best time with 1st mini at 41.92 so closer than the 2.5 odd seconds off the fastest mini last year!

It was an excellent day all 5 runs completed, each run was faster than the last and to top it all we had it all over again the following day!

Day 2 at the palace and after another pleasant early morning drive through town (the new cam is also pretty good in light traffic!) I was raring to go and my first practice run was .20 faster than my sunday fastest time, I was really getting hooked up to the circuit now and was pushing hard, for monday we had a mini miglia, jono eales sprint and the fastest mini from the previous day to contend with so it was going to be a good battle!

I was really enjoying the 2nd day and experimented more to try and get into the 41s the battle for fastest mini was close but we lost jono early on when his crank pulley came loose after the timing gear disintegrating the night before, the car completed all the runs but the times did not show what this car could do on this occasion, for the last run of the day it was a three way fight for no1 between myself, gordon isles, and gerald rolston in the miglia, my last run went really well i ended up going the fastest the minus has ever gone at the palace, when Joe ran over to tell me he was so excited I thought I must have set fastest time of the day, when he said it was 42.02 I was disappointed I hadn't broken into the 41s but we then compared with the other minis....

1st Gordon 41.37
2nd Andy Davies 42.02
3rd Gerald miglia 42.06
4th Jono 49.03



Gordon pulled out some time on that last run! but I was happy with what I achieved given our by now pretty old yokos and road gearing, Gordons mini could be heard getting 3rd gear out on the course where I was limited to using 2nd so maybe changing out the 3.44 for a 3.9 just for these short courses wouldn't be a bad idea!

with rumours of the minis doing three sprints over a long weekend on the isle of man next year in april along with the palace in may it would be worth running the low gearing for 5 events on the trot.....

A very well done to everyone involved in making this event possible.

Andy Davies

KENT CUP RALLY

Hi everyone,

Hopefully none of you are too surprised to be getting emails from me with regards to the Kent Cup, but to make things clear you're all on my list of marshals or officials for the event.

Some of your contact details were passed on to me by Philip Young on the understanding that he'd already spoken to you and you'd offered to help. Knowing PY, what he probably did was mention things in passing and though that meant you'd bought in to helping out, so if anyone wasn't aware they'd 'offered' to help, or isn't going to be available please let me know.

I'll be trying to keep everyone up to date with everything that's going on during the run up to the event on 01/01/12 so there should be no surprises on the night.

As things stand, the route and planning is almost all in place. We have an incredibly dedicated and conscientious PR crew making good progress along the timed road section and so far we've only encountered one major problem. Plans are afoot to get this resolved ASAP – we may even offer the people in question a night in a hotel to keep them happy and out of the way so the route can go where we want along a lovely smooth gravel byway. Hopefully, all the PR will be completed within the next week or two and all queries addressed well in advance.

Pending completion of the PR, the route is currently looking very good. We've got a great combination of special tests and timed to the minute sections on private land, as well as some very 'nagery' lanes on the North Downs. The final private land section hasn't been used for motorsport in at least 20 years, but the land owners and tenants have all been very accommodating and are looking forward to the crews coming through.

From a marshalling perspective, things are looking pretty rosy - we've even managed to rope in the Air Training Corps Cadets to run a number of lollipops on the private land tests running at one of their camp location, BUT, as always another couple of crews would help the organisers relax just a little more and mean all PC's are manned rather than boards so if there's anyone else you know who might be interested in helping out, put them in contact with me please.

We're planning on using Chelmsford MC's excellent Liege clocks on the night where electronic chips on the timecards are touched against the marshal's clock to register a time. Many of you will have seen or used these before as they're used on a lot of road and Enduro events, but if anyone is not aware of the technology or how to use them I'm sure Tony Michael, our timekeeper can send out sets of instructions for you to read as well as including some instructions in the packs on the night.

Anyway, that's about it from me tonight – I'll be in contact again soon with any updates. If anyone has any questions or suggestions for the event, please contact PY or me and let us know

Regards,

Ben Greenfield

Clerk of the Course – The Kent Cup

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Email: ben.greenfield@uk.fujitsu.com

Web: <http://uk.fujitsu.com>

ACORN ON TOUR

Hi Sue

A couple of pictures of Chris reading the mag, see even X members cant resist the temptation. The first one is when we competed in the anniversary hillclimb and sprint in Alderney and the second is at the Autodromo in Portimao when his friend competed in the historic festival at the weekend, note the first one is September and the second October.

Will do something for the mag soon

Regards **John**



CSMA 12 CAR

Another event saw me in the silly seat, on a CSMA 12 car rally, navving for Suze in the Micra fresh from its stage rally début a few weeks ago.

With lots of enduro crews making up the entrants and organisers it was a good start to the event.

The navigation was quite tough, as you weren't given the end control locations. So it was quite hard work, made even harder on one section by the fact that we had the latest edition map with different road colours to the navigation - that section was VERY tricky ! The rest of the nav worked, but you had to work hard to make it work, especially a herringbone which used a dual -carriageway....

Some good roads and good driving by Suze to make back the time lost by stopping to plot / work out where to go, made it a tough and challenging event.

At the finish i was sure that my lack of navving skills would have seen us near the back of the results. But we ended up a pleasing 3rd overall and 2nd in class (class TBC)

Matt Endean

Hi All,

Herewith the current positions in the ASEMCA Car Trial Championship, following the cancelled Borough 19 qualifying round at Meopham due on 23rd October. This was cancelled due to lack of support. The people that entered this event however, have scored two points. (regulation 1.6.1 refers).

There are just three rounds to go:

Sevenoaks & District on 6th November

Farnborough on 13th November

Maidstone on 20th November

The Sevenoaks one only has 5 entries to date, so if you don't want this also to be cancelled, enter asap. The closing date is next Monday 24th October at £22.00 or if you enter after this date (up until 31st October), the fee will go up to £30.

Best wishes.

Chris Judge.

Middlesex County AC Thame mc **Rockingham Stages 2011**

Rockingham Speedway Corby N'Hants

Saturday 10th and 11th December

Features for 2011

Two days of Rallying -10- 12 special stages 85 miles of competitive motoring .

Additional mileage in the Dark -Two night Stages on the Saturday & 1 on Sunday .

Rally Party / Get together Saturday night .

Trophy Rally Sunday for those retire Saturday.

Great Facilities for teams at the venue inc Catering ,covered Spectator areas also proper toilets .

Free Personalised DVD of the event

Foreign Entries Accepted

To compete please contact Event Secretary Tony Philips tel 01923-822590 or 07761-823157 or www.rockinghamstages.co.uk

To Marshal please email marshals@rockinghamstages.co.uk or contact Dept Chief Marshal pike536@btinternet.com or tel 07780-761779

Free accommodation for marshals that can help on both days .

Kind Regards

Darren Pike

Dept Chief Marshal

Rockingham Stages

ASEMC Car Trials Championship - Supported by Quaife Eng.

Name	Car	CLUB	Total
<i>Class 1</i>			
Chris Judge	Nissan Micra	7'Oaks	49
David Judge	Nissan Micra	B19	28
Tim Mountford	Renault Clio	Alfa OC	6
Sue Jessop	Seat Ibiza	7'Oaks	2
Bev Comber	Fiat Cinquencento	7'Oaks	2
<i>Class 2</i>			
Bruce Aitken	Citroen AXGT	B19	13
Richard Olsen	Citroen AX	MMKMC	17
Emma Olsen	Citroen AX	MMKMC	16
Colin Reid	Fiat Panda	Falcon	17
Dennis Usmar	Mini Clubman	MMKMC	25
David Balderson	Peugeot 205	7'Oaks	8
Ray Lane	Mini Mayfair	MMKMC	7
Kevin Lower	Mini	7'Oaks	2
<i>Class 3</i>			
Dave Harvey	Hillman Imp	Falcon	25
Richard Tompkins	Hillman Imp	Falcon	10
<i>Class 4</i>			
Edward Holloway	Enigma Special	7'Oaks	16
James Smith	Rellard Special	7'Oaks	23
<i>Class 5</i>			
Brian Grant	Peugeot 205	MMKMC	8
Thomas Grant	Peugeot 205	MMKMC	7
Total Registered: 19		(Best 10 scores to count)	

Man: Haven't I seen you someplace before?

Woman: Yes, that's why I don't go there anymore.

TRK Report

Another month nearer to the end of the season so it's time to make sure you've qualified for any trophy you're aiming at. The sad demise of the Weald Trial and the possibility of too few entries on the November Car Trial make it harder to get that work in but elsewhere herein you'll find what will count. I do hope the Car Trial will happen but B19MC have just cancelled their event through lack of numbers—what's going on? This is really cheap, fun motor sport, read elsewhere for some thoughts about the current state of 'grass roots motorsport'.

Your committee are in the throws of the initial organisation of our Awards Dinner on the 5th February so make sure the date is noted somewhere for when you get your 2012 diary (or put into your electronic version now!) It is guaranteed to be a great night.

Now, if you look in your Yearbook (or the version on the website) you'll see the parameters by which points are awarded. When you send me results you will understand that I also need details from the event regulations, i.e. Status, if we're invited as a club (or via an Association), date of event and how many starters both overall and in the classes. This year I've tried to get that information if it's not provided but it's too difficult as more and more organisers are relying on websites to publish this information and it is often incomplete and removed not long after the event, So from 1012 onwards I'll need all that data or the points won't be awarded—it's unfair on everyone if I were to have increasingly to guess at this data.

Date Name

16-Jan-11 ERM C Rod Wray 12-car
23-Jan-11 Midlands AC Trial
26-Jan-11 January Jaunt
27-Jan-11 MMKMC Jan Scatter

30-Jan-11 ERM C Feb 12-car
30-Jan-11 Chelmsford Brands Stages
11-Feb-11 B18MC 12-car Feb
12-Feb-11 Southdown Stages
12-Feb-11 Bruce Robinson Rally
17-Feb-11 Scatter 17/2
19-Feb-11 Britvic Revival
25-Feb-11 Woodham Wanderer CMC 12-car
26-Feb-11 Kent 2020
08-Mar-11 March Hare Trial
08-Mar-11 March Hare Nat B Trial
11-Mar-11 Bexley 12-car
13-Mar-11 B19MC North Weald
20-Mar-11 BARC Mallory Sprint
20-Mar-11 Mallory Sprint
20-Mar-11 Motex Gymkhana CMC
20-Mar-11 ERM C Triangles 12-car
20-Mar-11 Bas Elkington Trial
24-Mar-11 MMKMC March Scatter
25-Mar-11 Derek Stone CMC 12-car
25-Mar-11 CMC Derek Stone 12-car
31-Mar-11 March Scatter
02-Apr-11 Great Bustard Endurance
03-Apr-11 North Weald Sprint April
09-Apr-11 Ilkley Jubilee Historic Rally
10-Apr-11 Dimanche Sprint
10-Apr-11 MMKMC Brian Lewis Trial
16-Apr-11 CAMC Car Trial
16-Apr-11 Danum Rally
16-Apr-11 BARC SW Gurston
17-Apr-11 Dennis Wells Car Trial
24-Apr-11 Loton Park
30-Apr-11 Myotis Rally
04-May-11 MMKMC Evening a/test 4/may
04-May-11 MMKMC Evening A/test 1
05-May-11 SDMC Evening a/test 1
06-May-11 Mayflower 12 car
08-May-11 HCAAC Debden
11-May-11 MMKMC Evening a/ttest11/may
14-May-11 Leukaemia Historic Rally
17-May-11 TWMC Evening a/test
19-May-11 SDMS Evening A/test 19 May
21-May-11 061 Road Rally
21-May-11 Wiscombe Saturday
21-May-11 Nightwatchman 2020
22-May-11 Wiscombe Sunday
25-May-11 MMKMC Evening a/test 25/may
29-May-11 Crystal Palace Sunday
30-May-11 Crystal Palace Monday
02-Jun-11 SDMC evening a/test 2 june

Events cont.

08-Jun-11 MMKMC Evening a/test 8/june	Martyn Ellis	298
11-Jun-11 Abingdon Sprint	Jim Giddings	290
16-Jun-11 SDMC Evening a/test 16/6	Glyn Williams	286
19-Jun-11 East Anglian Classic	Graham Pryme	278
22-Jun-11 MMKMC A/test	Jason Andrews	260
25-Jun-11 Time Attack 25/6	Matthew Randle	260
25-Jun-11 Huntsman Rally	Ross Martin	240
25-Jun-11 Dick Mayo Castle Combe	Jeffery Wiltshire	235
06-Jul-11 MMKMC eve a/test 6/7	Jon Miles	228
09-Jul-11 Drystone Rally	Andy Elcomb	226
10-Jul-11 B19 Debden	James Kelly	225
14-Jul-11 SDMC evening a/test 14 jul	Paul Wickes	225
16-Jul-11 Llandow Sprint	Russell Giddings	214
17-Jul-11 Lllys y Fran	Colin Robbins	211
19-Jul-11 TWMC centenary autotest	James Silk	205
20-Jul-11 MMKMC evening A/test 20 jul	Adrian Miles	200
24-Jul-11 SDMC Solo 24 Jul	James Smith	191
07-Aug-11 B19 Hethel	John Aitkenhead	184
07-Aug-11 SDMC Autotest Summer Final	Barney Lower	182
13-Aug-11 BARC Curborough	Michael Druce-Smith	180
16-Aug-11 TWMC A/test Aug 11	Stephen Stringer	176
17-Aug-11 MMKMC Eve A/test 17/8	Simon Taylor	174
28-Aug-11 North Weald Sprint 28/8/11	Sue Jessop	172
28-Aug-11 Harewood 28/8	Steve Fox	168
04-Sep-11 Wings Autotest	Nick Powter	166
10-Sep-11 TWMC Brands	Suze Endean	158
17-Sep-11 Shelsley Walsh	Julian Pring	146
18-Sep-11 Shelsley Walsh	Matt Endean	143
25-Sep-11 Hughes Rally	Andy Davies	143
25-Sep-11 Autosolo 25/Sept	Kevin Ablitt	141
01-Oct-11 BARC Curborough	Ritchie Gatt	140
16-Oct-11 B18MC 12-car		

The **Rose & Crown Trophy** may start to change a little as the last three events in our calendar take place so make sure you're out on them. Here are the top 40 places (there another 123

Member	Points
Kevin Lower	581
David Balderson	485
Daren Hall	430
Andy Webber	390
Chris Fulke-Greville	385
Chris Penfold	370
Darren Clayden	355
Darren Tyre	352
Chris Judge	310

The **Tyrrell-Flemming Speed Trophy** table sees Andy Webber in a massive lead which cannot now be beaten. Now's the time to plan your 2012 season to knock him off that very tall

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

The **Tyrrell-Flemming Non-Speed Trophy** is the table likely to change over the next couple of months but Kevin's lead looks pretty daunting—but if he doesn't qualify it could be a different story—better keep an eye on the

Member	Points
Kevin Ablitt	959
Daren Hall	588
Graham Child	447
Kevin Lower	407
Matt Endean	373
Barney Lower	275
Andy Elcomb	275
Brian Sharpe	271
Toby Cook	259
Chris Judge	253

Suze Endean	239
Zach Lower	232
Dave Cook	230
Russell Burton	195
Nigel Mummery	180
Tim Loftus	150
Paul Wickes	150
Clive Cooke	146
Ann Cook	142
Glyn Williams	133
Nick Powter	123
James Smith	122
Sue Jessop	115
Chin Chinnery	105
Iain Gibson	96
Andrew Gibson	96
Robert Sharpe	80
Judy Cooke	63
Richard "Archie" Pelling	40
Dennis Belcher	34
Sam Williams	31
Ted Holloway	30
Stephen Stringer	30
Ross Belcher	30
Chris Scudder	27
Tarna Ablitt	23
Adam Snow	20
Matthew Helm	20
John Loftus	16
Colin Billings	15
David Balderson	10
Michelle Humphries	10
Philip Fawcett	10
Rosie Snow	10
Steve Howard	10

The **Chalky White** table is now up to date so please check to make sure I've recorded your efforts properly—any queries let me

Member	Points
Andy Elcomb	28
Chin	26
Sue Jessop	21
Colin Shipway	21
Christine Balderson	20

Chalky White cont.

Chris Scudder	20
Philip Fawcett	17
Daren Hall	16
Brian Kirby	16
Shelly Albrow	15
Stacey Thompson	14
Chris Dennis	14
Julie Clayden	13
Steve Pattinson	13
Ian Crocker	13
Colin Billings	12
Andy Foyle	12
Sarah Lane	12
Iain Gibson	12
Tracey Neil	11
Clive Cooke	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
Glyn Williams	6
Ben Webber	6
Karen Webber	6
Ralph Travers	6
David Stevens	6
Bill Shewan	6
Hazel Shewan	6
Roger Sawyers	6
Neil Phillips	6
Rosemary Mead	6
Martine Kilby	6
Chris Judge	6
Simon Greenwood	6
Russell Burton	6
Neil Brooks-Johnson	6
Sue Billings	6
Martyn Ellis	6

Darren Tyre	5
David Balderson	5
Graham Pryme	4
Gee Dawson	4
Steve Fox	3
Brian Wray	3
Jeffrey Wiltshire	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	2
Jon Loftus	2
Steve Howard	2
Lewis Howard	2
Suze Endean	2
Matt Endean	2
Carole A Buxton	2
Neil Clayden	1
Jake Clayden	1
Rees Thompson	1

I now have to start organising the tables that need sorting towards the end of the season so that'll give me plenty to do during the cold winter evenings—but I'd rather be out in the lanes!



R.I.P



Daniel Clive "Dan" Wheldon (22 June 1978 – 16 October 2011) was an English racing driver. He was the 2005 Indy Racing League IndyCar Series champion, and winner of the Indianapolis 500 in both 2005 and 2011. Wheldon died from injuries shortly after a collision at the 2011 IZOD IndyCar World Championship at Las Vegas Motor Speedway on 16 October 2011, at the age of 33.

Wheldon, who was born in Emberton, near Olney, Buckinghamshire, England, took up karting at the age of four with funding from his father. He progressed through the junior ranks of motor racing during his school years. Attending Bedford School until he completed his GCSEs at age 16, he frequently took time off to race. During his early career in open wheel racing, he developed a rivalry with Jenson Button before ultimately leaving the United Kingdom to race in America. The reasoning behind the move was that the level of investment needed to fund his racing career in the UK was beyond his family's resources.[1] Moving to the United States in 1999, he spent several years in lower open-wheeled circuits like the U.S. F2000 Championship Series, the Toyota Atlantic series and the Indy Lights series.

Simoncelli was born on Jan. 20, 1987, in Cattolica in eastern Italy. He developed a passion for the sport at a young age and started racing in the Minibike Championships when he was 7. He won the European 125cc title in 2002, the same year in which he made his debut in the 125cc World Championship, moving to the global competition full time the following season. Simoncelli finished 21st that year but improved in 2004, when he moved up to 11th and earned his first win -- the Spanish Grand PKUALA LUMPUR, Malaysia --



Italian rider Marco Simoncelli died Sunday after crashing and being hit by two other riders at the Malaysian MotoGP motorcycle race. He was 24. rix at Jerez.

• ANSWERS TO LAST MONTHS BRAIN TEASERS

1. Incorrectly.
2. 1:45. The man gave away a total of 25 cents. He divided it between two people. Therefore, he gave a quarter to two.
3. None, the boat rises with the tide. Duh.
4. White. If all the walls face south, the house is at the north pole, and the bear, therefore, is a polar bear.
5. Three. Well, it seems that it could almost be either, but if you follow the mathematical orders of operation, division is performed before addition. So... half of two is one. Then add two, and the answer is three.
6. Sloppy is a goldfish. The wind blew the shutters in, which knocked his goldfish-bowl off the table, and it broke, killing him.
7. None. No matter how big a hole is, it's still a hole: the absence of dirt. (And those of you who said 36 cubic feet are wrong for another reason, too. You would have needed the length measurement too. So you don't even know how much air is in the hole.)
8. Both questions, same answer: the ball in the bucket of 45 degree F water hits the bottom of the bucket last. Did you think that the water in the 30 degree F bucket is frozen? Think again. The question said nothing about that bucket having anything in it. Therefore, there is no water (or ice) to slow the ball down...
9. The time and month/date/year are 12:34, 5/6/78.
10. An umbrella.
11. One. If he combines all of his haystacks, they all become one big stack.
12. The temperature.

Quick one liner's

Just been to the gym and they have a new machine. Only used it for about 1/2 hour and started to feel sick. It is great tho does everything! Kitkats, Mars, Snickers the lot!

I treated the wife to a fish pedicure the other day, I am very pleased with the results. Those Piranhas don't mess about!



A BIG THANK YOU TO ALL THE MARSHALS AND ORGANISERS

