



Founded 1954

The Acorn

October 2008

The Sevenoaks & District Motor Club



**The Speed League Welsh Weekenders—from Left to Right:
Andy Webber in the Lotus Elan +2; George Wall and the Audi
Quattro; David Balderson and the TVR Tasmin; Gareth Richard-
son and his Lotus 340R and Jim Giddings and the Triumph TR8.**



**Lys-Y-Fran —
Top Paddock and
a beautiful view.**

2008/2009 Winter Series Dates – The Blackpalfrey Motor Club of Kent

19 th October	<u>2008</u>	Sunday	12 Car Regularity Run – Winter Series 1
30 th November		Sunday	12 Car Regularity Run – Winter Series 2
4 th January	<u>2009</u>	Sunday	12 Car Regularity Run – Winter Series 3
1 st February		Sunday	12 Car Regularity Run – Winter Series 4
1 st March		Sunday	12 Car Regularity Run – Winter Series 5
5 th April		Sunday	12 Car Regularity Run – Winter Series 6
3 rd May		Sunday	12 Car Regularity Run – Winter Series 7

Blackpalfrey's unique Sunday morning Regularity Rallies combine gentle competition with a sociable outing. Events usually include two or three timed-to-the-second regularity sections typical of a historic road rally, over a route of around 70 miles. From a 10am start, we are usually enjoying a pleasant pub lunch (often a Sunday roast) by 2pm.

The Regularity Runs are organised on a 12-car rally permit, so entries are strictly limited to 12 cars. Although most entries are in historic cars, such as the Mini, MGB, TR4 or A40, we can accept entries from cars of any age.



Regularity Run - Sunday 19th October 2008

- **Clerk of the Course: Andy Gibson**
- **Starts from Ernies Plaice Cafe, Whitstable, Kent**
- **Sign-on from 9:00 am.**
- **Route all on OS maps 178 & 179**
- **Route instructions will be issued on marked maps.**
- **Average speed tables will be provided**
- **First car starts 10:01 am.**
- **60 miles route approx**
- **Finish in time for lunch at a nice country pub.**
- **1st round of the 2008/9 Winter Series**
- **MSA Clubsport Permit No: 48977**
- **Lockton Insurance Cover Note No: BA32712**

Download the entry form from www.blackpalfrey.co.uk and email it to Entries@Blackpalfrey.co.uk



The entry will be on a first come first served basis. Entries will not be entered onto the list until a completed entry form is received by email, fax or the Royal Mail. Entry fee of £12 (plus £15.50 insurance if required) can be paid at the start.



Sevenoaks and District Motor Club Ltd.

PRESIDENT: J Symes

VICE PRESIDENT: V Eford

ACORN MAGAZINE October 2008

CLUB CONTACTS

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

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PLEASE NOTE: COPY DATE FOR NOVEMBER ACORN WILL BE 17TH OCTOBER

You can e-mail copy to dawn.travers@ntlworld.com

I will also accept copy on disc or CD-Rom; on paper (typed or handwritten) or by 'phone for juicy gossip.

Wednesday 15th October 2008

Speed League Evening 2008—season review and 2009 preview and suggestions.
The Bell, Kemsing starts from 8.30pm

CCC

Another busy month both for me and for SDMC. North Weald ran well and despite having a good entry of 71 with 65 starters the day was finished before the threatened rain appeared, well, apart from a few spots during the day. Thanks to **Chris Scudder** both for clerking the event and for providing the luxurious headquarters vehicle. **Clive Cooke** was busy all weekend loaning us the use of his van for carting the kit to and from the venue – thanks.

A fortnight later our trip to Cadwell Park for the sprint we share with B19MC was again well worth the Friday afternoon horrors on the M25 (thanks **Dawn**) (*Umm.....you're welcome....I think!!! The Ed*) as the event went even more smoothly than ever. Much of that is down to John Sharp and his timing crew as, despite a big entry of over 130 competitors, there were, I think, only two timing glitches all day. **Chris Judge** had a very well exercised thumb from pressing the timing button all day on the start line and was understandably frustrated by the faffing around by the national championship top twelve, who took as long to do their runs as the whole field had taken. Sadly **Matt** and **Bill Oliver** didn't have as good a day as they would have liked but Matt still achieved second place in the championship, which, considering their difficult start to the season, was very creditable.

Some of you may have seen the little bit about Crystal Palace in the comic last month. Well, it's all coming together slowly and the people at Bromley council and the park itself have been very helpful. Please make sure you're available to help on the weekend of 9/10th May 2009 and, if possible, some help on the Friday and Monday for setting up the course etc and for clearing up.

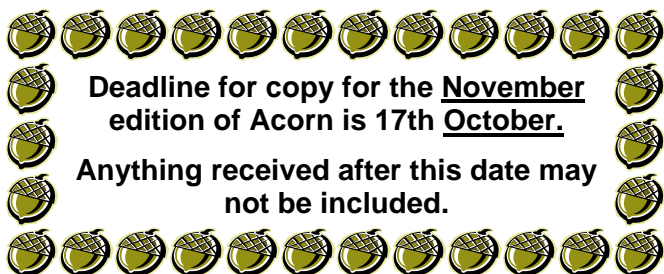
The film night at the Bell, Kemsing was well attended and the technology worked well – as it would with **Ralph Travers** in charge. Comments on Valence Hillclimb, such as 'what was the class structure' helped to emphasise the age difference present. The scenes of Crystal Palace were very encouraging for the coming event.

On the rallying front I was Club Steward on Bexley's Anniversary Rally and despite a low entry, as it was not in any of the championships, it was a very successful event; the venue staff said it was the best run event there so far this year.

I hope to see lots of you out on the Weald Trial on 12th October – **Andy Kilby** and I will be there providing that we survive the Edinburgh Trial the weekend before. The Weald Trial is such a fun day out so thanks to **Clive Cooke** for reviving it last year.

Well, I'd better get back to lying under an MGB – see you all soon I hope.

Chin



Editorial Ramblings

Well you may have noticed that Autumn is in the air. The very early Saturday morning drive to Cadwell from the B & B made that abundantly obvious with the mists and fog making everything feel quite seasonal. What a lovely part of the country that is and lots of beautiful but lethal lanes, borne out by the many signs saying just how treacherous they have been to unsuspecting motorcyclists over the years.

This was to be the first time back for me for 20 years, when Ralph did a road saloon race up at the circuit. My how it has changed, well the upgraded facilities anyway. It certainly is a marked difference to the camping field and ancient toilet block that used to be there. But the circuit itself is still picturesque and challenging. Ralph always cited this as his favourite circuit to drive and I was always a little envious I never had the opportunity to have a go myself. So when **Andy Elcomb** asked if I would like to drive round during the lunch break, I jumped at the chance and the Mazda with Andy in the passenger seat and me at the helm made our way round. IT WAS BRILLIANT— that alone was worth the horrendous Friday traffic to get there. Andy called the very tricky bends and apexes for me and I got a small flavour of what Cadwell is all about. Although not hitting the speeds that the competitors were doing, I got the idea of how difficult and exciting this circuit is to drive and came off after 3 laps with adrenaline flowing and wishing I had something more suitable for competing there. Sadly that is as close as the Mazda will get to competitive motorsport!

This month sees the winter competition events start in earnest. The first 12 car is on 10th October and will be run for Weald members by Croydon DMC. If you can't compete, you could always offer to marshal. The first Scatter on Oct 16th is, as mentioned last month, **Rosemary and Nigel Mead's** first go at organising one of these fun events. Please come and support them and make the time and effort of putting it on for you worthwhile. These are great navigational events for newcomers so come along and give it a go.

Several car trials have already been and gone and the Weald Multi Venue Trial is on 12th October. We need plenty of help for this event as we are running 2½ venues: Stoneacre trial section, Farningham Autotest and the Autotest at Headcorn. Please offer your services to either myself or **Stacey Thompson** **Tel: 0208 3002609**, the more the merrier and the smoother the sections will run and you never know, we may get some Autumn sunshine again (here's hoping). Why not be proactive and call us before we call you.

Part 2 of Volunteering in Club Motor Sport will appear next month after I have finished a bit of research for which I ran out of time to finish this month.

Team Travers won't be doing the first 12 car it's our 21st wedding anniversary and having reached this far, we don't want to spoil it with a navigator/driver tiff now do we?! We haven't done an event for a couple of years and plunging straight back into expert navigation is not conducive to another 21 years of wedded bliss!

TTFN!

Dawn Travers



COMPETITION CALENDAR 2008 FORTHCOMING EVENTS



DATE	EVENT	ORGANISING CLUB / Contact	LOCATION	Status	Open To / Champ Round
10th October	12 Car Rally	Weald MC (Croydon & DMC): Pete Turner Wk: 01883 623465. Mobile: 07778 857160 Email: apt.design@btinternet.com	Start Westerham Garage - Maps 187/188	CS	
12th October	Multi Venue Car Trial	Weald MC(7Oaks/B19/MMKCC/Croydon): Clive Cooke 01732 353814 clive.v.cooke@virgin.net	Various Venues	CS	
12th October	Car Trial	Weald MC (B19 MC): Jane Anthony 01474 852779 jane_b19@hotmail.com	Chapman's Hill, Ridley, Nr Meopham, Kent	CS	
16th October	Scatter Rally	Weald MC(7Oaks): Nigel & Rosemary Mead 01892 832420 secretary@sevenoaksmotorclub.com MR188 703485	Start and finish at The Woolpack Inn, Yalding, Maidstone, ME18 6AS MR188/705483	CS	
19th October	12 Car Regularity Run	Blackpalfrey MC (Weald MC): Contact Andy Gibson Tel: 01227 792740 Email: champco@tiscali.co.uk or see www.blackpalfrey.co.uk for more details	TBC	CS	
25th October	Sprint	Rochester MC(SEMSEC): Angela Pickard Tel: 01634 262641	Lydden Hill	Nat B	
26th October	Car Trial	Maidstone & MKCC (Weald MC): Bruce Jenkins. Tel Evenings : 01622 842327 Email: bajenkins@btinternet.com	Stoneacre Farm, Otham, Nr. Bearsted, Kent M/R 188 800536	Nat B/CS	ACSMC 2008 Car Trial Champ.
9th November	12 Car Rally	Eastbourne & Ram MC(Weald MC): Contact Tim Smith for details Tel: 01424 22662 Email: ermccontact@aol.com	Start 7pm Venue TBA	CS	
14th November	12 Car Rally	Weald MC (7Oaks & DMC): Phil Fawcett Email: marshal_7oaks@hotmail.co.uk Mobile No: 07840 523439	TBC	CS	
16th November	Car Trial	Weald MC (7Oaks & DMC): Dawn Travers 01737 210377 (not after 9pm) Email: dawn.travers@ntlworld.com	Stoneacre Farm, Otham, Nr. Bearsted, Kent M/R 188 800536	CS	
20th November	Scatter Rally	Weald MC (Maidstone & MKCC): Tom Solomon Email: tomsk24@aol.com	TBC	CS	
23rd November	12 Car Rally	Eastbourne & Ram MC(Weald MC): Contact Tim Smith for details Tel: 01424 22662 Email: ermccontact@aol.com	Start 7pm Venue TBA	CS	
30th November	12 Car Regularity Run	Blackpalfrey MC (Weald MC): Contact Andy Gibson Tel: 01227 792740 Email: champco@tiscali.co.uk or see www.blackpalfrey.co.uk for more details	TBC	CS	

For further information contact :-

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

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

Scatter Season 2008-09

Dates of the forthcoming scatter rallies to be organised by 7Oaks & DMC and Maidstone & MKCC for Weald MC.

Thursday 16th October 2008	SDMC
Start/Finish: The Woolpack Inn, Benover	
Organisers: Rosemary & Nigel Mead	
Thursday 20th November 2008	MMKMC
Thursday 11th December 2008	SDMC
Thursday 15th January 2009	MMKMC
Thursday 19th February 2009	SDMC
Thursday 19th March 2008	MMKMC
Thursday 2nd April 2008	SDMC

Please check the Acorn main event calendar for organisers and start venues each month. Regs available to download from

www.sevenoaksmotorclub.com

12 Car Season 2008-09

Dates of the forthcoming 12 Car rallies to be organised by 7Oaks & DMC, B18, Croydon DMC and Census MC for Weald MC.

Friday 10th October 2008	CDMC
Start from Westerham Garage	
Organiser: Pete Turner	
Friday 14th November 2008	7Oaks
Organisers: Phil Fawcett and Chin	
Friday 5th December 2008	B18MC
Friday 9th January 2009	CDMC
Friday 13th February 2009	B18MC
Friday 13th March 2009	7Oaks
Friday 10th April 2009	CENSUS

Main organisers for each of the organising Weald clubs will be:

Entries for the Croydon promoted events to:
Peter Turner, daytime telephone/fax: 01883 623465
Mobile: 07778 857160
Email: apt.design@btinternet.com

Entries for the Sevenoaks promoted events to:
Chin. Tel— Home: 01732 823132
Work: 020 8691 6221.
Email: chin@btinternet.com

Entries for the Borough 18 promoted events to:
Roger McKenzie, Tel: 01732 884312.
Email: rmckenzie@playleandpartners.co.uk



Entries for the Central Sussex (CENSUS) promoted event to:
Matt Fowle, Tel Home: 01273 551145
Work: 01273 416331
Email:

Club Social Calendar 2008

What's On?

Wednesday 15th October

Speed League Evening
The Bell, Kemsing starts from 8.30pm

W/C 27th October

Scalectrix has been postponed until February Half Term due to track Availability.



Wednesday 19th November

2008 Summer Autotest Awards evening at The Bell, Kemsing, 8.30pm start



Wednesday 17th December

Seasonal Noggin & Natter at
The Bell, Kemsing



If anyone has any ideas about how to fill the forthcoming social nights, please let a committee member know. We are still looking for someone to take on the role of Social Secretary, so if you are sociable, a good communicator and interested, this not too onerous committee position could be yours. Give us a call to find out more.

Volunteers needed-
Can you help?

Marshals needed for forthcoming events:

Weald Trial

Sunday 12th October:

Stoneacre Farm Nr Otham—

Trial Venue

Call Dawn Travers: 01737 210377 or Email

dawn.travers@ntlworld.com

Farningham—Autotest venue

Call Stacey Thompson: 0208 3002609

Headcorn—Autotest venue

Contact Phil Fawcett: 07840 523439 Email:

marshal_7oaks@hotmail.co.uk

Or Steve Thompson: (Home) 0208 300 2609

Email: stevthom1@hotmail.com

12 Car Navigational Rally

Friday 12th November

Contact Phil Fawcett

Email: marshal_7oaks@hotmail.co.uk

Mobile No: 07840 523439

Or Chin 01732 823132

Email: chin@btinternet.com

Car Trial

Sunday 14th November

Stoneacre Farm, Otham

Contact Dawn Travers

01737 210377

Email: dawn.travers@ntlworld.com



For Sale

Mazda Eunos candy red

Speedo converted to mph and top speed limiter removed; H reg taxed until Feb 2009 mot until 17/2/09; Aircon;

Mileage very low for the year circa 60k; Lowered and fitted with Jap aftermarket suspension kit handles very well;

Body very good no dings at all very clean underneath; New headlamp motor fitted; Needs to go as we need a smaller engine car for my son to compete in.

Would consider swap/px for generation 2 Civic or Toyota KP 1000.

Otherwise £1800 ono

Call Steve Thompson 0208 3002609

Or Email: stevthom1@hotmail.com

North Weald – Thanks

After all the effort that goes into an event it is nice for competitors to make the effort to send feedback.

Many thanks to all the 7oaks team and marshals for today's North Weald...

a really enjoyable and well organised meeting, so why can't more clubs

do a meeting to this standard??? So thanks again.

Bodger (from Chit Chat)

Excellent event by an excellent club, thanks to all involved, I had a very enjoyable day, would have been better if I had not lost out to Mr. Crocker by a gnat's, but there's always next time, Great pics Ian, and well done Andy (Elcomb) for the "save of the day" !!!!

XR nutta (from Chit Chat)

Just to say to all of your team a big thanks for a very enjoyable day of motorsport and if Chin did the Sun Dance to keep the weather ok, he did a very good job.

Regards

Stuart Kingham

Hi Chin,

A warm thank you to you and your team for organising Sunday's sprint. I had to return to London mid-afternoon, so missed the final run. I hope the rain held off long enough.

On another note, my apologies for wrong-slotting, I was concentrating so hard on trying to go fast that I forgot which way the course went - too many cones for my simple mind. What's known as a CRAFT moment (i.e. Can't remember a f.....g thing). I'm told my aimless wanderings created an interesting interlude.....

Thanks once again.

Best wishes.

Tony Gomis

We enjoyed the day despite a few problems with the car (and even more with the driver!) also quite a bonus that it was a fine day until nearly the end. Thanks again for all your help.

Regards

Chris Bird

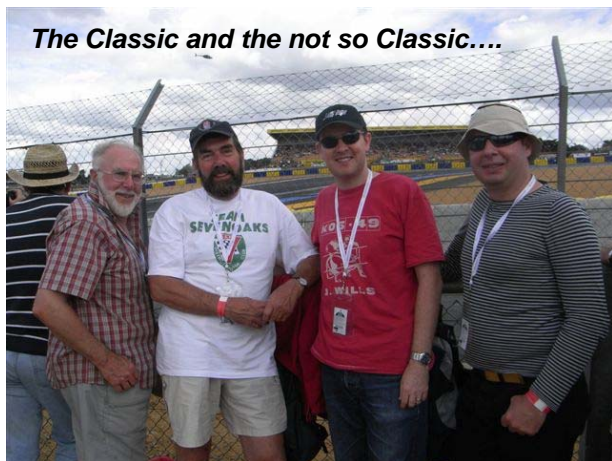
LeMans Classic

So why EXACTLY was the Treasurer on his knees - in a gravel trap - in France - at three in the morning.....???

If it's a year ending with a number divisible by two, and it's July, it can mean only one thing. It's time for the biggest British motoring event of the year, held - rather bizarrely, in France! The Le Mans Classic.

A host of classic cars, their owners and friends homing in on Le Mans for a whole weekend, to race, spectate, and/or 'car watch'.

Having heard plenty about the 2006 event from Syd and me, my son and son-in-law both decided they'd like to come along and I arranged the trip via



The Classic and the not so Classic....

the MGOC after we had agreed on one of the options offered. We would travel down on Friday and camp for three nights in the grounds of a chateau just 15/20 minutes drive from the circuit, and return Monday evening from Caen.

Syd and I would travel in the trials Midget and Ben (my son) and Tom would go in Ben's Mini Cooper.

A camp site at the circuit was an alternative, but apart from anything else, the chateau does breakfast every day, a hog roast on the Friday evening and a BBQ on the Sunday so any self catering is limited to just finding bits and pieces during the race - oh yes, and buying the liquid refreshment!

After an 05.00 start from Tonbridge, our trip to Portsmouth was enlivened by Syd remarking that he hadn't seen the tickets/passes for the track entry and the grandstand. They had been in the car the previous night in an envelope with all the other documentation, but seemed to have disappeared?

On the basis that we couldn't do anything about it halfway along the A27 we continued, with Syd anxiously poking about in all sorts of places, to no effect. At Portsmouth, to the delight of all and sundry, it was discovered that they had dropped down between the seat 'cushions' (lumps of foam rubber!) and were retrieved with much relief.

Syd enjoyed his breakfast much better, especially when someone pointed out that they were worth some 45 Euros each!

The 100+ miles from Caen were notable for a few showers, most of them light enough to ignore, and being passed by a number of interesting cars, MX5, BMW M3 etc. Plenty of camaraderie about (if only the French had a word for it!) with the other soft tops waving as they passed, only to have their waves returned along with cries of 'hairstylist' when we repassed

them putting the hoods up in the showers - only jealous really, 'cos we don't have one to put up! If it gets really wet, we stop and put up a big broolly!

Reaching the camp site in the sunshine was a delight and the lads soon had their tents up (Syd and I had opted for the 'rentatent' deal) and joined us for a beer or three before wandering over to the chateau gardens for the Hog Roast and to meet many of the other temporary inhabitants. There were about 40 cars on site, and apart from a Volvo estate - his E type had failed him at the last minute - they were all worth a second look.

After 'lights out', the Cobra mob (5 or 6 'genuine' Cobras) decided to have a fireworks display and then a drunken 'revving up to 5000 rpm' competition, followed by more noisy drinking and another competition at around 03.00hrs. Not universally popular it has to be said!

A late breakfast therefore, followed by the trip to the track with children (and adults sometimes) along the way waving at the crazy Brits and their old cars. The car parking was the usual French chaos, like most things they organise, including the children's Le Mans start on the track before the main racing, with some rather nice, mostly electric, model race cars. That start had to be re-run and the cars pushed back into place because the commentator and the man with the flag were on totally different wavelengths and half the children rushed across the track, into their cars and away while the other half were looking the other way! (Have



you ever watched the Tour de France with the team cars not only being driven far too close to the riders, but also with the driver/team manager doing the driving, waving his arms about and shouting at his

The kiddies get a turn to run..

riders - and the finish of a stage, sheer pande-

monium?)

Miraculously and I don't know how, it does all work eventually, and usually bang on time. The opposite of the swan appearing to glide majestically over the lake with the feet working overtime underneath - apparently an absolute shambles on the surface but cool efficiency below. How do they do that?

For those who are not familiar with what is sometimes called the 'proper' Le Mans, the competing cars are divided into 6 age-determined classes and have three races each, in numerical order, over 24 hours, so that everybody has a go in different conditions.

Class 1 (1923-1939) consists, among others, of Talbot, Riley, BMW, Lagonda and of course Bentleys. Class 2 (1949-1956) includes Aston Martin, AC and the legendary D types. Class 3 (1957-1961) is also pretty special with early Ferrari, Lotus, Porsche and Austin Healey. Class 4 (1962-1965) is where the cars start to become very quick, particularly the Ferrari 250LM, various Porsche and the GT40s, probably my favourite class? The fearsome Porsche 917s and to a lesser extent the 906s feature in Class 5 (1966-1971), along with Chevrons and Lolas. The last class (1971-1979) includes the later Porsche 935/93 and hordes of

911s, Lola T290 and the BMW M1s. Wow! Just listing them gets the pulse racing!

As a nostalgic nod to the original races, the first start in each group emulates the famous Le Mans start, where the young, slender and fit drivers rushed across the road and drove off, only in this case the

Classic Le Mans Start



drivers are generally middle aged, overweight and wealthy rather than fit. Each race then forms itself into a proper grid order out on the Mulsanne Straight and rumbles round for a genuine rolling start - pretty scary and delightfully noisy.

On the Saturday we watched the racing and wandered around the 'village' with its myriad of car related goodies and also the various static exhibitions of Citrons, Hotchkiss's, Ford GT40s etc. until we felt hungry, and drove out to find some dinner. So did everybody else, it seemed!

Eventually we parked in Le Mans itself and discovered its well kept secret - a medieval heart of the city with its amazing choice of restaurants, all with an 'open air' option, and all in a stunning setting of 5-600 year old architecture!

Coming back to the circuit around midnight, we were able to park on the Bugatti Circuit which leaves the main circuit at the Esses, to regain it at the beginning of the start/finish straight. This provides the ability to hold races at any time without closing the public road (N158?) which forms some 50% of the 24 hour circuit. It was also being used to bring competing cars off the main circuit when their race had finished, and back to their various paddock areas at the back of the main grandstand. Having watched the racing for a while in the dark at the Dunlop bridge chicane and the Esses (the circuit is actually illuminated in this section before the drivers head off to the frightening Mulsanne Straight, unfortunately now with chicanes!) we made our way back to the cars and that's where it all started to unravel!!

The exits were not that easy to find and after driving around a bit on the tarmac, with the odd competing car coming the other way en route to the paddock at barely reduced speed (what elfan safety?), Tom suddenly saw an exit sign, pointed it out to Ben who was driving and who, to my horror, turned right and aimed for the exit...and the gravel trap!

How many times have we seen an F1 car with half the weight of the Mini and tyres five times as wide sink into the gravel?

Two car lengths in and it suddenly didn't seem such a great idea and indeed the Mini was well and truly

'beached', with no daylight at all visible underneath. So we started scraping out the 'gravel' - 2inch chunks of stone with sharp edges and corners! - from underneath while Tom found a supposed 'official' who claimed not to be in contact with anybody else, shrugged his shoulders and bugged off! Half an hour later we put a tow rope around the rear suspension arm and I tried to pull it out with the MG, resulting in a fairly impressive 'burn out' but absolutely no forward progress whatsoever!

At this point a couple of extremely drunk French lads turned up with a large Nissan and kindly threatened to pull it free with brute force, but we managed to contain their enthusiasm while we resumed our excavations. More digging ensued, with particular attention being given to the front cross member and the front skirt - both working as extremely effective 'drag' anchors, but in the wrong direction. Then the tow rope was attached to the proper screw-in loop provided by BMW (at least Ben now knows where it's kept and what it's for, should it ever be needed again) and to the back of the Nissan. The driver regained his seat, before he fell over again, and amid cries of 'lentement' and the smell of burning clutch, he managed to pull the Mini out at about 5MPH and 6000RPM. Much relief all round, no apparent damage, and after plenty of hand shaking, back slapping and general bonhomie, we were allowed to leave, by a conventional exit this time, and return to the camp site - except that it didn't work out quite like that!

About 5 miles to go and the Midget ran out of petrol - brilliant!

Who the hell would be stupid enough.....oh, it was me wasn't it?. Easy mistake to make of course!!

We pushed it to a fortuitously situated petrol sta-



tion, put the cover on, left a note on the windscreen and went back to bed!

(No - the fuel gauge doesn't work and Yes - I normally carry a spare can of petrol BUT.....to allow for luggage for this trip I had removed the two spare wheels from the boot lid and replaced them with an ancient bootrack which I had lying about, as you do, artistically repaired with 22mm copper pipe. This meant a spare wheel had to be inserted in the boot, along with the fuel tank, and left no room for the spare can! As it happens, I would have done better to leave the spare at home and carry the petrol!!!)

Having sorted the MG out on the Sunday (and meeting **Adam Tait's** dad in a petrol station - he spotted the Sevenoaks badges) we returned to the circuit

to watch the last 3 or 4 hours of racing and then back to the camp site for a shower and a nap prior to the most welcome BBQ, where everybody had stories to



Classics everywhere—Roadside hostelries...

tell and a great evening was had by all - partly I suspect because no-one had to drive and 1/2 bottle of wine per person was included in the deal, with further supplies available at reasonable cost!

One of the most unfortunate stories had to be the party of enthusiasts who planned to come in a Routemaster bus, only to have the alternator die just outside Caen. A Bosch expert was found but despite valiant efforts was apparently unable to fix it and there it stayed all weekend. Great shame and very disappointing for the group.

The drive back to Caen on Monday was just as interesting as I remembered from last time and I'm sure that on the 'N' road there were more British registered cars than French. Just my opinion, but I think the people who use the autoroute miss out on some of the 'spirit', with people waving in most of the towns and villages and groups of cars stopping at the various roadside hostelries, not only to take on refreshment, but also to sit in the sun, relax and wave at passing 'classics'. When we stopped for example, we were joined by two Morgans, and a colossal Bentley, the owner of which was brandishing a well-earned trophy of similar proportions. The autoroute users also of course have to run their own 'regularity' sections since the 'peage' toll system not only issues a ticket for settlement wherever you leave the road, but also prints a time on it.

If you arrive before your 'due time' (distance x speed limit) at the destination 'peage', you MUST have been speeding and ergo, you will get fined. This accounts for the queue of rapid cars just before the 'off' toll gate, who have just done the preceding 50 miles in

Even queuing for the ferry was an experience..



10 minutes but can't 'clock in' for a while!

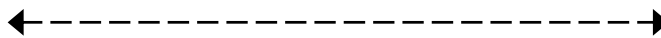
Even queuing for the ferry is an experience, with only one or two 'ordinary' cars around, the rest being classics of various ages (and values), with everybody strolling about chatting .

And then there's the buffet dinner on the ferry.....just £19 and limitless starters and des-

sert, with a choice of set main meals, including a shoulder of lamb - enough for a whole family!

All in all, a great weekend, even with it's tribulations and thoroughly recommended to anybody who hasn't yet been - or of course wants to go again.??

Clive Cooke



Lotus Notes – 'Welsh Weekend'

This continues to be a great weekend that mixes the best Sprint and Hill Climb venues with an all round social, almost 'trial type spirit'.

Llandow is just the other side of Cardiff and offers excellent facilities and a good entry mixing both Regional and National Championships. Track time is often available on the Friday for those wishing to maximise the 'track v travelling time'.

About a hundred miles further west is Llys y Fran reservoir where an excellent hill climb is run twice a year. Again facilities are excellent to top up on camping or Local B+B the night before.

Team Sevenoaks managed to complete all the runs, with all cars on both days, itself an achievement and with less emergency repairs than historically has been the case.

Best times

	Llandow	Llys y Fran
David Balderson	95.37	56.64
Jim Giddings	92.69	53.93
Gareth Richardson	88.15	51.74
George Wall	99.63	57.39
Andy Webber	88.63	50.31

Do it next year in preference to anything else, you wont be disappointed.

Andy Webber

FOR SALE

Dufour wing Sail-board/windsurfer.
 Hardly used, then stored for a long time.
 Two sails: one storm, one summer. (roughly a 16 foot mast)
 This thing can theoretically get you to France, as it is a biggie.
 Don't want any money for it, just a donation to the Kent air ambulance.
 Can deliver if very local.....

Call Matt Randle 01892 826203



Above: Bill & Matt Oliver plan a challenge for the Llandow record.

Below: Paddock Posing.



Above: David Balderson and George Wall take a look at the "go-faster" offerings.



Above: Welsh hospitality.....

Below:Jim Giddings sleeps it off!



Above: George walks the hill, don't go off there!...**Below:** ...or there! Deep Water!



Below left: Llandow line-up.

Below right: A good day..



Speed League 2008 - Results to Round 15

Pos	Name	Qualified	LTSP	LTSP	TTSP	TTHC	TTSP	LTSP	LTSP	LTSP	LTSP	LTSP	TTSP	LTSP	TTSP	TTHC	TTSP	TTHC	TTSP	TTSP	Ave	Tot	Rds	
			29-Mar-08 TWMC Lydden	6-Apr-08 7 Oaks N weald	26-Apr-08 Woolbridge Wiscombe	3-May-08 BARC Mids Curborough	4-May-08 Hets Debden	18-May-08 B 19 Bentwaters	7-Jun-08 Sutt & Che Abingdon	14-Jun-08 B 19 Lydden	28-Jun-08 Bristol C Combe	28-Jun-08 TWMC Goodwood	5-Jul-08 Woolbridge Longleat	12-Jul-08 MIRA	19-Jul-08 BARC Wal Llandow	20-Jul-08 Swanse Llys y Fran	3-Aug-08 B 19 Hethel	Score	151	12				
1	Webber Andrew		11	12	15	12	13	12	6	9	10	11	12	13	15	15	11	15	13	11	15	12.58	151	12
2	Giddings Jim								6	9	7	5	6	5	10	11	10	11		10	11	8.57	60	7
3	Balderson David	Y	6			7			5						6	7		7		6		6.75	54	8
4	Giddings Russell		9				10		9			7				6						8.67	52	6
4	Richardson Gareth			12											9	11		8		9		10.40	52	5
6	Clayden Darren	Y	10	9		5					8							6				7.60	38	5
7	Andrews Jason		5	12		8					5							7				7.40	37	5
8	Tyre Darren	Y	9			6					13							8				9.00	36	4
9	Start John							12								12						11.67	35	3
10	Niel Tracey	Y	4	6		8					8											6.20	31	5
11	Judge Chris	Y		10					9													9.00	27	3
12	Crocker Ian			12		14																13.00	26	2
13	Randle Matt		7	10		8																8.33	25	3
13	Tester Colin								11			13					12					12.50	25	2
15	Thompson Stephen		4	5		7					8											6.00	24	4
16	Gibson Iain	Y				12																12.00	12	1
17	Druce Smith Micheal									9												5.50	11	2
18	Bispling Suze	Y		9																		9.00	9	1
18	Lester Howard								9													9.00	9	1
18	Gatt Richard									9												9.00	9	1
18	Wall George																					9.00	9	1
22	Mead Nigel			7											4	5						4.50	9	2
22	Brown Ray	Y																				7.00	7	1
24	Kemp John	Y		4																		7.00	7	1
25	Brock Darren																					4.00	4	1
25	Clover Ian																					0.00	0	
25	Ellis Martin																					0.00	0	
25	Knapman Mike																					0.00	0	
25	Murphy Tom																					0.00	0	
25	Stringer Stephen																					0.00	0	
25	Rawlings John																					0.00	0	
25	Filmer Ashley																					0.00	0	
25	Patten Nigel																					0.00	0	
25	Hill Nicholas																					0.00	0	
25	Billings Collin																					0.00	0	
25	Endean Matt																					0.00	0	
25	Hall Daren	Y																				0.00	0	
25	Fulks-Greville Chris																					0.00	0	



e-Wheels

Issued: 10 September 2008

adean-lewis@msauk.org

Making an economic impact

As club members or event organizers, have you ever considered what the economic impact of your Club or event is on your local area? Around 10 years ago, the MSA undertook an economic impact survey on the British Grand Prix and the (now) Wales Rally GB, which revealed that these events brought £28m and £11m respectively to the local economies. Local authorities increasingly use this factor as a measure of an event's eligibility for grant aid funding and other resource support. To say that your Club's major rally brought, say, £100,000 to the local economy would certainly help the profile of the Club in the local area – and assist with positive publicity too.

In liaison with Cumbria County Council, the MSA is researching simple guidelines to assist Clubs and event organizers to measure the economic impact, so that a comparison between events may be possible. Watch out for further announcements.

Best club and marshal

Details of the nomination process for the JLT Sport MSA Club of the Year and Marshal of the Year Awards annual awards have recently been circulated to Regional Associations (and are obtainable from the MSA's Allan Dean-Lewis adean-lewis@msauk.org or Richard Nunn rnnn@msauk.org upon request). If you wish to nominate a club or an individual marshal for these awards, please make contact with your Regional Association so that they can have the opportunity to consider your submission. The closing date for submissions (with Regional Association endorsement) to the MSA is 1 October 2008.

Speed and kart marshals

After a lengthy delay due to software difficulties outside the MSA's control, the MSA Marshals Register now extends further across the sport, with speed and kart marshals having been added to the previous race and rally marshal databases. New marshals seeking speed and kart registration can download forms from the MSA website (MSA Forms>Marshals), which need to be countersigned by an official of their club. Forms received by the MSA, which were held pending resolution of the software problems, have now been processed and the registration cards issued.

h2cu @ wknd

Some clubs tell us they have successfully used text messages to remind their members of approaching marshalling commitments in the few days immediately before an event. This has resulted in a positive response, especially from younger members, so may be an idea other clubs wish to try. You need mobile phone numbers and the permission of individuals to contact them in this way.

Tips for rally organisers

Two suggestions came from a recent meeting of the MSA Rallies Committee and were circulated in the *MSA Stewards & Clerks Bulletin* issue 08/04 August.

To help Radio Crews identify competing vehicles correctly, the use of high visibility numbers and an entry list which includes the make, model and colour of car is recommended to clubs.

Clubs should be encouraged to make scrutineering cards available on their websites before an event, so that competitors can download the form and complete it before arriving at scrutineering. This will save time and minimise mistakes resulting from hurriedly filled out forms.

e-Wheels

Word and pdf versions of previous *e-Wheels* can be downloaded from the MSA website www.msauk.org by clicking on MSA publications>Wheels>e-Wheels.

Speed League 2008 T-Shirt Parade—posing
for Britain's Next Top Model Driver....



...And Karen's Mona Lisa style smile says it all!!!