



Founded 1954

# The Acorn

September & October 2010

## Sevenoaks & District Motor Club

*North Weald Autosolo, July 2010*



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# Sevenoaks and District Motor Club Ltd

PRESIDENT: John Symes

VICE PRESIDENT: Vic Elford



## ACORN MAGAZINE September and October 2010

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

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## Editorial Ramblings

**H**ello everyone, no it's okay, you haven't fallen into a tear in the space / time continuum or a deep space worm hole. Suze is off for a well earned honeymoon which has been a long time arriving and I have been pulled out of "editorial retirement" and stepped into the breach dear friends. Things look a little different since I last edited an Acorn – it's shrunk in size but not content — and I hope I can remember how this all works. So I hope you'll bear with me. I also apologise for lack of an Acorn in September but hope you notice a slightly more packed mag this month.

Lots has changed with Team Travers too, with hubby Ralph being the one keeping the 7Oaks flag flying in the family this year, with his Crystal Palace event involvement. I did a bit of admin for him (for admin read preparing his mailmerge labels for his tickets and stuffing envelopes).

My trusty white Nissan Sunny has been sent to the great scrappage scheme in the sky and I am the proud owner of a new bright blue Honda Jazz, which sadly will not be a motorsport vehicle—too new and too shiny!!

After my daft fall skiing at Christmas I have a new and much improved knee. It has been a long haul but I'm over half way through my rehab and all is feeling very good.

Our daughter turned 17 but has yet to show an interest in learning to drive. After picking myself up off the floor and recovering from the shock of investigating insuring my aforementioned Jazz for a learner driver, we are partly relieved! Also £50 for a provisional licence?!? When did that get so expensive?

The next few months of motorsport gets wetter, muddier and exciting and with the evenings drawing in the 12 cars and scatters are the event of choice. Chin is starting his rally schools up and these are great for all, complete beginners or rusty experts. Check out further details within.

Nigel and Rosemary Mead have added yet another new event (not on wheels) to the social calendar and it is strictly first come first served. And as my recovering knee is not allowed near ice and snow for another six months, there'll be more space for you all. Curious? Well read their blurb further in.

Running out of space now so will sign off as the Autumn leaves are turning, enjoy yourselves out there.

## **Dawn Travers**

### Chin's Chairman's Chat

**I**'ve been a bit busier on the event front with a Hill-climb, Sprint, AutoSOLO, Regularity 12-car and Autotest during the last month or so – but it does make for plenty of enjoyment. I'll tell you all about my Welsh Weekend elsewhere in this Acorn.

Our Autotest Series is now over and again Stacey

Thompson has done a grand job organising it. The field we use is really suffering now being very dusty and bumpy so we're in the process of trying to find a new venue – if any of you out there know of a field of about 5 acres, well drained and reasonably flat which we could hire for up to ten (probably eight) times a year please let us know.

I've been doing the whole series this year and learning as the season has progressed, even winning the class on the last round. Although the numbers are down a little on last year, the enjoyment is not and everyone has had a good season, I think. The awards for the overall championship will be presented at one of our social evenings at the Bell, Kemsing – date to be confirmed.

Talking of the Bell, our Social Secretaries, Rosemary and Nigel, have a full season of social happenings which I hope you'll support, I can recommend the pig racing as a decidedly bizarre and fun evening for all ages to enjoy – see elsewhere herein for details.

We're still grinning from the success of Crystal Palace and still getting interest and praise from outside the club. To get back to ground we have the first organiser's meeting for the 2011 event towards the end of September – it feels a bit like the proverbial Forth Bridge paint schedule, but more fun. Don't forget the date – 29/30<sup>th</sup> May 2011 – be there.

While on CP may I welcome all the new members who have joined as a result of the event, either entrants or enthusiasts (or, of course, both) we are very pleased to have you on board and can offer more than just the one event.

Another busy aspect to the last month has been a plethora of MSA committee meetings, the Road Rally Working Group, the Rallies Committee and the Regional Committee. Sitting on these gives a great insight into the way our sport operates, especially at club level throughout the country and I hope I'm successful in representing the ordinary club member on these. My own personal view is that sometimes these committees view our sport from too high a viewpoint and forget what you and I are doing most weekends in favour of the higher, more professional levels of motor sport. There is one person who I hold in great respect for not falling into that frame, who is a world champion co-driver and he seems to see the sport with a very sound perspective – there is light at the end of the tunnel!

On that theme we are also well represented on our local Regional Associations and I'd like to remind you of the route to get your views aired to our governing body. The MSA has recently instituted an email based newsletter which goes to all license holders, both competitors and officials to augment Motorsport Now as the means of disseminating information, especially all proposed rule changes. Please use this information so that, if you have an opinion on any rule changes these can be made known to the MSA as well as using the traditional route through your club and regional association.

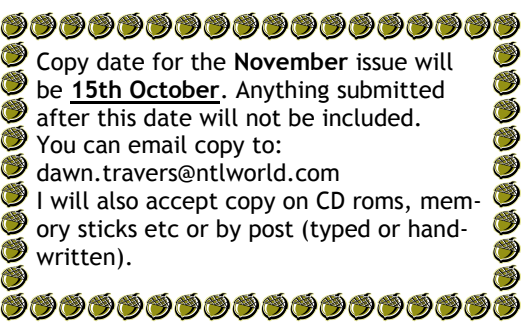
What's coming up soon? By the time you read this our second North Weald Sprint will have happened but our second AutoSOLO is still to come. These are great

fun and I hope you'll read comments on our last one, where we had 49 entries, to encourage you to get an entry in quick. We also have the Weald Trial on 24<sup>th</sup> October. This event is unique to this area and is a return to the Kent Trial, the Sussex Trial and the Kent and Sussex Trials of twenty or so years ago. The format of the event is a series of Autotests and Car Trials at a variety of venues in Kent and Sussex which you visit during the day with your performance measured at each test and a combination of these scores used to calculate your performance in the event. **David and Christine Balderson** have taken over the running of this event from **Clive Cooke** who resurrected the format a few years ago. David and Christine, and the people running each of the venues will need lots of help so please put the date in your diary and join in the fun.

**CCC (Chairman Chin's Chat) Part 2 (October Acorn)**

**W**ell, we missed out on the September Acorn as a result of Suze's new job being too taxing and a certain celebratory event to organise (her marriage celebration – in full!) so thanks and congratulations to her – but it shows that we really do need a new Acorn Editor – PLEASE VOLUNTEER. Thanks to Dawn Travers who has stood in for this issue but has done her bit over the years. The September AutoSOLO was a bit damp but still lots of fun so thanks to Andy, Keith, Christine, Clive and all the other helpers who withstood the horrible conditions especially later in the day. We've finally got round to sorting out our new container and a small (but useful) team of Darren Tyre, Clive Cooke, Andy Elcomb and I spent the day before the SOLO racking it out and generally tidying up so thanks chaps (Clive had foolishly booked his lunch for 13.30pm – some hope!) I'll sign off here as I'd better get on with the Fleabite Economy 12-car for 9<sup>th</sup> October – if you get this in time and want to enter phone or email me to see if there's room.

**Chin**

 Copy date for the **November** issue will be **15th October**. Anything submitted after this date will not be included. You can email copy to: dawn.travers@ntlworld.com I will also accept copy on CD roms, memory sticks etc or by post (typed or hand-written).

**Club Social Calendar**

(Contact Rosemary or Nigel Mead, Tel.No: 01892 832420).

**WEDNESDAY 20TH OCTOBER  
FILM NIGHT**

At The Bell, Kemsing, from 7:30pm. (Please contact The Bell if you will be purchasing food, Tel.No.01732 761550).

**ANYONE FOR CURLING??**

Ladies – put the heated rollers away. Gentlemen – get out your brooms and start sweeping (you know you're better at it than the ladies!!)

We have booked one of the three lanes at Fenton's Rink, Dundale Farm near Tunbridge Wells for a Beginners Night and require 2 teams of 4 people.

**When: Wednesday 24th November  
Time: 8pm**

**Cost: £18 per person**

Price includes equipment, shoes and coaching

(novices are not allowed on the ice without an instructor).

The rink has a fully licensed bar (no food).

The first 8 people paying a deposit of £5 each will get to try their hand at curling.

Enquiries and deposits please to Rosemary or Nigel Mead

([mead.rosemary@virginmedia.com](mailto:mead.rosemary@virginmedia.com))

**Please note – a deposit of £50 has been paid to secure this booking which is refundable up to Wednesday 3<sup>rd</sup> November. If deposits from 8 people have not been received by this date then the event will be cancelled to avoid a loss to S&DMC.**

## RALLY SCHOOL 2010/11

**T**he nights are drawing in, winter is on its way, Christmas looms on the horizon, fog, frost, snow, cold, darkness and gloom are ahead! Great! It's RALLY TIME!

We've had fun this summer with Autotests, AutoSOLOs, Sprints etc. but I need a big fix of rallying – the fun lasts longer.

So that more of you can get winter fun too I'm running another series of Rally Schools to get you in shape for the 12- Cars, Scatters and 2020 Rallies which will soon be upon us.

Where – The Bell, Kemsing 188/555587 (if you can't understand that then ring/email me!)

When – 13<sup>th</sup> October, 10<sup>th</sup> November, 8<sup>th</sup> December, 12<sup>th</sup> January, 9<sup>th</sup> February, 9<sup>th</sup> March.

What – The secrets of navigation, car preparation, rally folklore and all the mysteries unravelled and made simple.

Open to all, drivers, navigators, potential crews, members, non-members and even those who are just curious. Let me know if you're interested [chin@btinternet.com](mailto:chin@btinternet.com) It's **FREE!**

**Chin**

## ITS ON!

### **The Multi Venue WEALD TRIAL 24th October 2010**

**T**hanks to the vision of SDMC members and other essential support from our friends in Tunbridge Wells, Eastbourne Ram, Maidstone & Mid Kent Borough 19 and Bexley Light Car Club motor clubs, this event is now well and truly on the annual event calendar

Following the start at Coldharbour Farm this year's route will take in autotests and trial stages at Edenbridge Burwash Common Hawkhurst, Stoneacre Chapman's Hill, and additional surprise stages may be added. The finish and awards will be at the Bell in Kemsing where well earned refreshments will be available

Changes to the format will hopefully help competitor flow round the route, and to attract beginners and those who have reservations about collecting car damage organisers plan to have an ordinary class with less arduous trial stages

David and Christine Balderson would like to hear from prospective helper's marshals' and competitor ASAP.  
Email: [balderson@ntlworld.com](mailto:balderson@ntlworld.com)

The event now has the necessary MSA permits and it is planned to make the provision regulations and entry forms available shortly.

## WEALD MOTOR CLUB

**Round 1 of the 2010 - 2011 Rod  
Wray 12 Car Rally Series**

Organised by  
Blackpalfrey Motor Club of Kent

**FRIDAY 15th OCTOBER 2010**

Start at M20  
Junction 8 Maidstone Services  
188 / 824 552  
Sign on - 7:15 pm for 8:00 pm Start

Map 188 (latest edition) only required

50 Miles with Novice and  
Expert navigation

Finish at The Moat PH, Wrotham -  
188 / 624 589

**Entries and marshals should contact**

-  
**Andy Gibson**

[andy@blackpalfrey.co.uk](mailto:andy@blackpalfrey.co.uk)  
01227 792740 07803 265279

or enter on-line at

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

# COMPETITION CALENDAR 2010

<i>DATE</i>	<i>EVENT</i>	<i>ORGANISING CLUB / CONTACT</i>	<i>LOCATION</i>	<i>Status</i>	<i>Open To/ Champ</i>
9th October	Economy Run	<b>Sevenoaks &amp; DMC:</b> Contact Chin (Home) 01732 823132, (Work) 020 8691 6221 <a href="mailto:chin@btinternet.com">chin@btinternet.com</a>	Start and Finish Westerham Garage	Club-sport	Weald Club
10th October	Regularity Run	<b>Eastbourne &amp; RAM:</b> Contact - <a href="mailto:ermccontact@aol.com">ermccontact@aol.com</a>	Start: Route 66 Diner, Johns Cross	Club-sport	Weald Club members
15th October	12 Car Rally	<b>Blackpalfrey MC (for WEALD MC):</b> Andy Gibson <a href="mailto:andy@blackpalfrey.co.uk">andy@blackpalfrey.co.uk</a> 01227 792740 or mobile: 07803 265279	Start at M20 Jcn 8 Maidstone Services 188 / 824 552 Finish: The Moat PH, Wrotham	Club-sport	Weald Club members
17th October	Regularity Run	<b>Blackpalfrey MC (for WEALD MC):</b> Andy Gibson <a href="mailto:andy@blackpalfrey.co.uk">andy@blackpalfrey.co.uk</a> 01227 792740 or mobile: 07803 265279		Club-sport	Weald Club members
23rd October	Sprint	<b>Rochester MC:</b>	Lydden Hill	Nat B	
24th October	Weald Trial	<b>Weald Motor Club:</b> Contact David Balderson <a href="mailto:balderson@ntlworld.com">balderson@ntlworld.com</a> or phone 01689 601661	Various	Club-sport	Weald Members/ invited
29th October	12 Car	<b>Sporting Car Club of Norfolk</b>		Club-sport	
30th October	Endurance Rally	<b>Chelmsford MC:</b>		Nat B	
6th November	Tempest Multi Venue Stage Rally	<b>Sutton &amp; Cheam MC:</b>	Various		
6th/7th November	20/20 Rally	<b>Eastbourne &amp; RAM:</b>		Club-sport	Weald Members
15th November	12 Car	<b>Sevenoaks &amp; DMC:</b> Contact Chin (Home) 01732 823132, (Work) 020 8691 6221 <a href="mailto:chin@btinternet.com">chin@btinternet.com</a>	TBC	Club-sport	Weald Members
18th November	Scatter Rally	<b>Maidstone &amp; MKCC:</b> Contact – <a href="mailto:scatterorganisers@mmkmc.co.uk">scatterorganisers@mmkmc.co.uk</a>		Club-sport	Weald Members
21st November	Brian Lewis Trial	<b>Maidstone &amp; MKCC:</b> Contact – <a href="mailto:pcteventsec@mmkmc.co.uk">pcteventsec@mmkmc.co.uk</a>		Club-sport	Weald Members
24/11/2010	CURLING	<b>Sevenoaks Social Night: Curling</b>	Details in Acorn		

**For further information contact :-**

**Competition Secretary: Ian Crocker 01892 546006 email: [ian@seight.com](mailto:ian@seight.com)**

**Speed League contact : David Balderson, 01689 601661 email: [balderson@ntlworld.com](mailto:balderson@ntlworld.com)**



# WEALD MOTOR CLUB LIMITED

## The 2010 - 2011 12 Car Rally Series

A series of seven 12 Car Rallies  
which will comprise the following events:

Friday, 15 October 2010 (Blackpalfrey Promotion)

Friday, 12 November 2010 (Sevenoaks Promotion)

Friday, 3 December 2010 (Eastbourne and Ram Promotion)

Friday, 14 January 2011 (Croydon Promotion)

Friday, 11 February 2011 (B18 Promotion)

Friday, 11 March 2011 (Bexley Promotion)

Friday, 8 April 2011 (Central Sussex Promotion)

Contacts for each club's event can be found below:

Entries for the Croydon promoted event to

**Peter Turner, 43 Harrow Road, Waringham, Surrey CR6 9EY.**

**Work and fax: 01883 623465. Mobile: 07778 85716**

**Email: apt.design@btinternet.com**

Entries for the Sevenoaks promoted event to

**Chin, 36 Churchside, Vigo, Kent DA13 0SJ.**

**Home: 01732 823132. Work: 020 8691 6221**

**Email: chin@btinternet.com**

Entries for the Borough 18 promoted event to

**Roger McKenzie, 10 Mid Comp Farm Cottages, Comp Lane,**

**St Mary's Platt, Borough Green, Kent TN15 8QT. Tel: 01732 884312.**

**Email: rmckenzie@playleandpartners.co.uk**

Entries for the Central Sussex promoted event to

**Graham Prevett, 71 Maple Drive, Burgess Hill, West Sussex RH15 8AP**

**Mobile: 07973 719948, Email: grahamprevett@yahoo.com**

Entries for the Bexley promoted event to

**Howard Shaddock, 2a, Betterton Drive, Sidcup Kent DA14 4PS.**

**Tel: 020 8300 0861**

**Email: howard@shaddock.co.uk**

Entries for the Blackpalfrey promoted event to

**Andy Gibson, 70 Grasmere Road, Chjestfield, Whitstable, Kent CT5 3NA**

**Tel: 01227 792740 Email: andy@blackpalfrey.co.uk**

Entries for the Eastbourne promoted event to

**Tim Smith, 14, Little Common Road, Bexhill-on-Sea, Sussex TN39 4JB**

**Tel: 01424 222662 Email: ermcontact@aol.com**

## Crystal Palace 2010



## Crystal Palace 2010 - Financial Snapshot

**A**s you will have read elsewhere, the two day meeting at Crystal Palace was considered a great success in many ways and in particular for our two favoured charities, The Royal London School for the Blind and St. Christopher's Hospice, who each received in excess of £1500, for which they are profoundly grateful.

Now that the dust has settled and all invoices and receipts have been dealt with, it is possible to arrive at a final picture.

Any large financial undertaking requires a substantial degree of hands-on management, even more so when in it's first year there are considerable one-off costs such as replacing part of the existing surface and the installation of Armco barriers as a pre-condition of the granting of an MSA track licence.

We could not sensibly proceed with either of these investments until we had in place the full financial backing, which amounted to somewhere in excess of £30,000,

The weather, always a considerable influence in this sort of audience-dependent event was kind to us and whilst our crowd estimates were conservative, we were pleased to see a 'paying' attendance of over 4000 people during the course of the two days changing a projected break-even situation into a surplus of nearly £9000.

Detailed accounts of the company, Motorsport at the Palace will of course be available at the club AGM in April.

## **Clive Cooke**

### **FLEABITE ECONOMY 12-CAR RALLY**

**Saturday 9<sup>th</sup> October 2010**

120 miles on all types of road £10 entry fee  
– insurance available if yours doesn't cover -

Start (9.00am) and finish at

Westerham Garage (thanks Peter)

Prove how economical a driver you are.

See website for regs etc.

[www.sevenoaksmotorclub.com](http://www.sevenoaksmotorclub.com)



## My Speed Weekend in Wild Wales

Earlier in the year David Balderson asked why didn't I join them for the Speed Weekend in Wales – I think it was just after, or maybe at the end of our April North Weald, it must have been while I was grinning from having had a better day out there than I'd expected. As I'd heard good things about this annual pilgrimage to the land of many consonants I agreed to join in and they kindly booked me into their preferred accommodation. The format of the weekend which comprises a Sprint at Llandow circuit on Saturday, which is a bit south west of Cardiff, and then travel over to Llys-y-Fran, which is almost as far as Haverfordwest, and the overnight B & B which is right next to the Hillclimb. I elected to travel to Llandow on the Saturday morning leaving home at about 5.00 am and return on the Sunday evening having set off immediately after my last run on the hill which meant I got home by about 8.30 on Sunday evening.

Llandow used to be used by BARC as a race circuit but now it's only used for Sprints, I believe. Looking at the plan in the Blue Book it looks a little dull being basically an oblong layout. In fact it is anything but with the corners varied and some a bit tricky and a chicane which needs a lot of thought to get through quickly. I arrived by about 8.00am and was the only 7oaks member there; as it turned out only David and Christine were scheduled to join me for the weekend as the usual fellow travellers, the Webbers, Giddings etc. had other plans for that weekend (I don't think it was the threat of my competition!) As I was unpacking in the paddock, David and Christine arrived but sadly Christine was anything but well, she was obviously in great discomfort and, rather than put her through any more, they quite rightly decided to head off home via Bromley A & E. It turned out that she had a problem with her back and the pain killers and anti-inflammatory drugs she'd been prescribed were really upsetting her system, so she was on the mend soon after.

As it was, I was the only one in Class A1 so I had no-one to compare times with so I thought I'd have a pretty lonely weekend. As it happened there was an ex-rally man from the ACSMC area who I knew and the MSA Steward was a friend from the Road Rally Working Group. Also the organisers were a very friendly bunch and that, as we know, makes all the difference.

As to my performance, I was consistently the slowest other than a pre-war MG, my times gradually getting better through the day, 122.80, 116.84 for the two practise runs and 116.78, 114.99 and 114.28 for the competition runs, but it didn't matter as I finished and won my class (I have this technique – see my Autotest report!) and they were kind enough to present a trophy – definitely the least deserved of the day. Thank you BARC Wales for a great day out. The odd thing of the day was another car with a Sevenoaks sticker arrived – a certain Citroen Visa, ex-Darren Russell, whose new owner was a complete beginner (you would have to be wouldn't you!) to whom I got chatting during the afternoon. He was happy with the car but a little surprised at how little track time we got having only done track days before.

So with my spirits high off to Llys-y-Fran I set and had a decent journey arriving well in time for the excellent supper provided by a very friendly landlady, the accommodation being just as good as David and Christine had described. After supper I decided to walk the hill, which was a bit daunting as it is very steep and very twisty, so the walk was very valuable. I took a few photos which are a bit gloomy as the weather was overcast and the light was fading but I hope they capture the feel of this beautiful venue.

In the morning, after, as they say, a hearty breakfast, I packed my few belongings and decamped to the paddock. The weather was a little damp with slight rain on and off during the day with the surface never getting really dry or really wet. The paddock was at the top of the hill and the system was to take a fairly large batch of cars down past the start and up to a holding paddock up an even tighter and twistier hill and run us down to the start, they ran the double drives from all the classes before the actual class structure queued up in order (in theory!)

My first run was pretty tentative trying to learn the course. The start is slightly downhill to a tightened 100 degree right-hander then over a narrow bridge and sweep right to start the uphill bits, then into a 180 degree left-hander which was a bit damp and the camber felt a bit odd, I took this in second gear each time trying to balance the power (what there is of it) against the severe understeer which was quite fun, then into a similar right-hander and up to an even tighter left which I never got right. From there it was flat for a hundred or so yards to a fork right uphill again and through a gate to a 90 degree right which was very slippery and up to the finish line.

We had two practises and two competition runs and I managed to improve a bit in the second practise run but made a mess of the last 90 before the finish in the first competition run – it was, as I said, very slippery and fell away a bit so the front goes a bit light. I made the mistake of hitting the power too hard and understeering onto the



wet grass which doesn't help at all. For the final run I decided to take first gear on the approach to this bend and power it to the finish line keeping it on the tarmac, which gained me about three and a half seconds. My competition runs were 67.81 and 64.44 again, as at Llandow, the old MG kept me from the slowest time (thank you).

I packed up and left as soon as the last run was over as there was an MG ZR in my class so no chance of a pot and had a long but not too tiring a journey home. Although I was on my own doing two speed events I still enjoyed the weekend and will be back next year; I've offered to share the car with Andy Elcomb so no chance of a pot. Several others have said they'll join us so I hope we get back to a decent Sevenoaks representation in 2011.

## Chin



*Some of the beautiful scenery around Lys-y-fran.*



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## TRK 2010

**S**orry there haven't been any updates on the club's trophy listing during the year - I blame it on this new-fangled computer system that's taken Chin and I ages to get to work properly. It might also have something to do with me not pulling my finger out far enough too...

Anyway, we are still collating the results that we have from you all, but I'm sure there are some of you that we haven't heard anything about.

So, could ALL of you please let me have at the very least, a list of the events that you have done this year - irrespective of how low-key or disastrous the result - and we can then see if we need the full results to add you into the club records.

Same goes for any mechanical or competitive disasters or maladies - don't be shy, let us know!

Time is ticking away fast now, the evenings are drawing in even faster and soon it will be the New Year and our awards night at the end of January / early February (date to be confirmed soon) - It's always a jolly evening and lots of silver and glass to award, so please keep that evening free and come and support your club.

I may have to miss this year as I'll be on the London to Cape Town Rally so will probably be somewhere in South Africa then - complete with my Acorn for some "Acorn on Tour" candid snaps, I hope.

Send your info to me at [andyelcomb@yahoo.com](mailto:andyelcomb@yahoo.com) or the address in the front of the paper Acorn.

TTFN.

**Andy Elcomb**

**PTO For the latest Rose and Crown Tables**

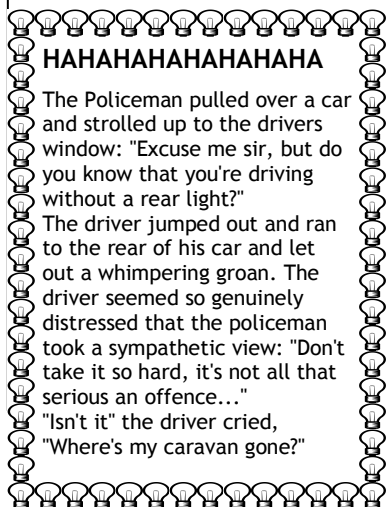
**TRK 2010**

Table for the Rose and Crown Trophy which is for competing in events run by us, up to and including the September AutoSOLO:

Member	Points
Chris Penfold	403
Darren Tyre	397
Andy Webber	384
Andrew Actman	362
Andy Elcomb	312
Chin	300
David Balderson	289
Suze Endean	278
Daren Hall	277
Mike Thomas	262
Martyn Ellis	249
Bob Hoare	249
Simon Taylor	241
Darren Clayden	227
Ross Martin	220
Gregg Mint	220
Matt Endean	203
Graham Pryme	199
Jim Giddings	198
Glyn Williams	187
Brian Sharpe	183
Chris Fulke-Greville	180
Jon Miles	180
Chris Judge	173
Simon McCarthy	173
Jason Andrews	171
Adrian Miles	167
Andy Laing	166
Andy Gay	166
Bernard Armitage	152
Peter Newman	143
Jeffery Wiltshire	140
Matthew Randle	130
Martin Galpin	130
John Hewat	130
Derek Pearce	130
Bill Oliver	130
David Wylie	130
Ritchie Gatt	130
Jane Metcalfe	130
Russell Giddings	127
Andy Harrison	121
Darren Russell	117
Austen Laing	116
Nigel Patten	111
Dick Athow	107
Peter Savage	104
Mary Lindsay	104
Adam Tait	104
Robert Sharpe	102
Howard Redhouse	101

Member	Points
Stephen Stringer	98
Tim Jeffrey	98
Kevin Ablitt	98
Richard Scott	97
James Palmer	95
Chris Smith	95
Robert Hume	93
Samuel Holland	93
Darren Brock	93
Ian Crocker	91
Nick Powter	88
David Townshend	87
Mike Knapman	87
Roger Green	87
Matt Oliver	87
Jo Hodgson	87
Alicia Scott	85
Philip Fawcett	84
Patrick Bridger	84
John Cresswell	83
Iain Black	78
Robert Martindale	78
Alan Letts	74
Nigel Challis	74
Roger Hodgson	74
John Hunt	74
Geoffrey Letts	72
James Smith	71
Alex Smith	65
Peter Heron	65
James Wheeler	65
Jill Russell	65
Lawrence Butcher	65
Ken Collins	65
Jonathan Barttrop	65
Michael Druce-Smith	59
David Smith	59
Gerry Rolston	58
Tony Gomis	58
Paul Wickes	58
Stephen Thompson	57
Don Scales	56
Joe Tisdall	56
Tim Loftus	56
David O'Keefe	55
Robert Wadsworth	52
Jason Nind	50
Chris Scudder	50
Clive Letherby	48
Tony Mabb	48
Andy Davies	47

Member	Points
John Potts	44
Jack Bellinger	43
Ken Young	43
Stephen Colbran	43
Kevin Walford	40
Clive Cooke	40
André Layne	39
Tarna Ablitt	38
Barry McCann	37
Martin Spellen	36
Tracey Niel	35
John Tait	33
Julie Clayden	31
Neil Clayden	30
Brian Wray	29
Jonathan Eales	26
Richard Scotchmer	22
Jonathan Loftus	22
Nigel Mead	21
James Silk	21
Rosemary Mead	21
Robert Fryer	20
John Waghorn	20
Lizzy Wickes	20
Stephen Lock	18
Sam Williams	18
James Birch	15
Andy Kilby	10
Stuart Giles	10
Yvette Knight	10
Laura Ellis	10
Dick Owens	10
Julian Pring	10
Wendy-Ann Marshall	10



## ACORN ON TOUR

"This one does not run out of Steam in 125 years, not like some of our competitors' cars today!!"

Hello Suze

We have just returned from our 12 days 1,200 miles holiday in Cornwall and Dorset.

The photograph above is of me at the Swanage Railway (1885 - 2010 is its 125th Anniversary) on the Corfe Castle Railway Station with my copy of The Acorn Magazine.

N.B. Corfe Castle is behind the trees on the left of this photograph.



Kind regards, **Tony Short**

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Hi Suze,

A few entries for Acorn on Tour. The first two are from the Nurburgring 24hr Race when I marshalled Post 145, Section 13 (the Karussell) The third is from the British Superbikes at Brands Hatch.

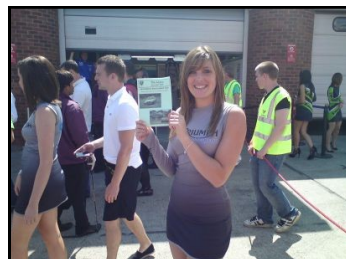
### **Philip Fawcett**



*Post 145 was not as interesting as Acorn this month!*



So this is what it's like this side of the barrier!



*Errmm...that's not Phil!?!*

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## My 2010 Autotest Season

I suppose I must have been Autotesting for over 40 years, or would have if the name hadn't changed, they were called Driving Tests for the first few years.

On the first club night I attended back in 1968, a young guy, Graham Parsons, and his brother Malcolm introduced themselves and asked if I fancied doing a Demonstration Driving Test at the Valence School Fete on the coming weekend – for our more recent members, Valence School was the venue for our very popular Hillclimb so we liked to support their various functions. Being an absolute beginner I said 'What's one of them?' to which the reply came 'Well you drive around these cones on a route given to you on a piece of paper, on grass, as quick as you can.' As I'd joined to navigate and mechanic for Phil Holliday as my driving skills were (and still are) non-existent I of course said 'Why not? Sounds like fun!' and that's where I got hooked.

I've been Autotesting on and off since then with very limited success as it's not really my chosen field (no pun intended) of motor sport, give me a country lane at 03.30hrs any

time. I have occasionally been useful to the organisers; I recall one very wet weekend in the early 70s when TWMC were running an Autotest at Maynards Farm, just off the A21. When I arrived in my 1953 highly modified Morris Minor, Doug Jennings, who was C of C said 'I'm not sure if today's going to work, the field is on a bit of a slope and it's absolutely soaked. Let's send Chin out and if he gets round, anyone can.' So off I set to drive slowly round the field and all I could manage was to slither to the bottom of the field and stop. 'That's OK.' said Doug, 'It's only Chin and he got that far so we'll carry on. I got my own back by covering them all in mud as they pushed me back up the field.

So you see I have lots of experience and no skill. That experience does give one a degree of cunning so this season I looked at the classes to see where I'd stand a chance of getting most club points (for the Rose & Crown Trophy) – you see coming last out of two or three gives many more points than coming last out of ten. Last year the smallest class was class D for sports cars and specials; now, one of the rules for production cars is that they must retain their original silhouette. So, to qualify for class D I removed the rear spoiler – about ten minutes work.

The first evening was 6<sup>th</sup> May and, true to form, I achieved last place, but - disaster to the plan, Class D was bigger than Class B, my 'standard' class, because we'd been amalgamated with E (4WD) – doh! The next event also saw D and E amalgamated, and again I came last but this time the theory worked – there were fewer cars than in Class B.

For the third round on 3<sup>rd</sup> June the classes were kept separate following a bit of discussion on the forum and my closest rival, Simon McCarthy in the Locost had a serious problem and had to retire leaving me in 2<sup>nd</sup> place. Things are looking up!

The fourth round saw Suze Endean following my lead and changing to Class D (I'm not sure how she justified this as I saw no alteration to the Micra's silhouette – bloomin' cheats!) (Bet our editor says something here!!!) - **(HAHA –YOU'VE PROBABLY GOT AWAY WITH IT THIS TIME AS SHE'S ON HER HONEYMOON—DT THE STAND IN ED)** She won the class but I had the satisfaction of beating Simon to come 3<sup>rd</sup> – I'm sure the very dusty conditions we've experienced this year must be a real disadvantage in the very open Locost.

The round of 1<sup>st</sup> July saw Andy Elcomb's 2.5 litre 4 wheel drive Legacy amalgamated into our class again but again I beat Simon but by just one tenth of a second – phew! On the 15<sup>th</sup> July there were again four of us in Class D but I managed to beat Simon again and also Robert Sharpe to take 2<sup>nd</sup> place – things are definitely on the way up!

Then came Sunday 8<sup>th</sup> August, there had been some overnight rain but it made no difference to the field as it drained and dried to dust even before we got started. Andy Laing, who had been doing well all season, was my main rival as poor Simon was really suffering with the dust. In the morning I managed to beat Andy by 3.4 seconds. In the afternoon Simon beat both Andy and me (must have been to the pub at lunchtime!) but Andy had the serious disaster of a double wrong route on test one to be right out of the running. Over the whole day I managed to beat Simon by 7.5 seconds which cheered me up – given another 40 years I might make FTD (Nah!)

Thanks to all the marshals throughout the year who must have had very muddy bathwater by the time they'd soaked off all that dust, and to Stacey who did all the preparations and ran the events and everything.



**Chin**

# A brief summary of motorsport activity 2010 so far.

The Sevenoaks opener at North Weald saw Russ and I dual drive the daily hack Volvo V70R, as neither of our competition cars were ready from the winter rebuilds. Even with 300bhp and 4wd to play with, we were no match for John Start in his Evo FQ 320. Anybody want to guess what FQ is short for? Anyway we had loads of fun trading places until Russ shook himself up with a trip across the grass handing Team Kemsing honours to yours truly.

Crystal Palace was next; I got the TR back with its new JE Developments engine on the Wednesday. Tony Mabb at M & T Autos did a great job of the installation and many associated modifications. I spent the next few days driving the M20 Borough Green to Dover and back before work to run it in. It had a swift oil change before Saturday course building, then marshalling Sunday and Monday racing. What a great event, run like a Swiss watch by the very professional Sevenoaks team. I was having teething problems so never put in a great run but still had loads of fun.

The following Thursday it was off to Brittany in France to compete in the St Goueno hill climb. The French certainly know how to do things - a 2½ mile closed public road, with the run down to the start line and return road a 5 mile loop. Check out the course on You Tube. With practice on Saturday and racing on Sunday it's great value. Add to this the party atmosphere all weekend and organised accommodation and meals, it's difficult to believe more Sevenoaks members don't go. Oh, and with the new engine and Toyo R888 rubber I took 6 seconds off last year's time.

Next up was another trip to France, this time to spectate at the Le Mans Classic along with new members to SDMC this year Tony Mabb and Simon Greenwood, fellow Team Kemsingites. Great to see lovely old motors, some priceless and being driven on the limit. We got to inspect the on-track medical centre too, ask Simon about the visit to a ditch and his knee!

Then it was the Aston Martin Owners club track day and sprint the following day. Some might say that's cheating, but... With Simon as co-pilot I reckon we had 6 sessions each of 6 or 7 laps so not bad value for the money. Simon got to ride a session with my mate in his Dodge Viper GTS, apparently it makes the TR look tame! Oh, it did take FTD at the sprint the following day. Last session on the track day saw us out with a new German registered Audi RS6 estate. Nice guys, father and son with the car, a V10 example chipped to 700bhp with 800lb ft torque. The son was driving with an instructor onboard so we felt safe having a fantastic dice together. On the straights it just pulled away, but at the end of the straight he braked at 300yards and as I was going slower at a mere 130mph, I braked at 150yards and reeled him in. Believe it or not I was all over it on the corners too. Icing on the cake was at the sprint the next day I took 6 seconds off my previous best.

2 weeks later it was back to Goodwood for the Brighton and Hove MC sprint, another well run event. After damp practice I went for it on my first timed run as it looked like rain. More time off, with my objective a sub 100 second run, I managed a 99.48, handing me 2nd to a Ferrari California very ably pedalled by the event sponsor. I beat some formidable machinery as there were 15 in the class. A few beers were supped after in The Bell debriefing room I can confess.

So, a bit of a disjointed season with not many Speed League events notched up. I'm writing this garbage on a plane to the States and will miss Lydden and our own North Weald returning the day before Brands Hatch, hopefully I've got an entry! Shelsey Walsh has been entered too, but family commitments sadly rule out Debden as I was looking forward to a shot at the Porsche GT3s.

So, insufficient rounds to do well this season in the Speed League, but watch out next year!



**Jim Giddings.**

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## **Motoring Memoirs**

### **A life devoted to motoring: the sport, safety and 70aks &DMC**

I first became involved in motorsport when in 1960my father Dennis invited me, aged 14 to be his No. 3 navigator in road rallies.

Two years before, Dennis, a lifelong motoring enthusiast, had bought a brand new riley 4/68. This was a sports model of the Austin Cambridge, Morris Oxford family. The Wolsley was the gentleman's car, whilst the Riley and the MG Magnet were aimed at those whose families had grown out of sports cars but has brand allegiance to the cars of their youth.

Dennis, who was a member of the Institute of Advanced Motorists (IAM) and the League of Safe Drivers (which became the RoSPA) had been participating in their events for a number of years. These involved road safety rallies, economy runs and off-road precision driving tests which were not against the clock but were measured to less than an inch (25mm).

When he bought the Riley he was given a year's free membership of the Riley Motor Club. This, like a lot of other of the one make clubs, was very active all over the country. Also the one make clubs invited each other to their events. Thus Dennis became hooked on road rallies and autotests. He had two friends who were keen to navigate, so with a lot of thought, he constructed two fixed, yet removable map boards in the front and back of the car. These had straps to hold route instructions and clips to hold pencils and erasers, sockets to plug in potties and also the event regs. The map boards had two watches attached, one showed real-time and the other due rally times. He attached a powerful spotlight to the windscreen to pick up codeboards, mileage on signposts etc. This was detachable so that the front navigator could poke it out of his side window if needed. Finally there was also a little light stuck on the speedometer which the front navigator could switch on to check the trip reading from time to time.

Dennis was not one to mess around with cars so the only go faster nods were: a set of Pirelli Cinturato tyres, two big spot lights on the front and a big reversing light on the back. It was because he knew a lot about electrics that throughout his 15 year competitive career, he never had any problems with his wiring.

When I came along, I controlled the clipboards and timing.

Unfortunately over time the other two, fell victim to navigator malaise, so about 1962 I was the sole navigator. It felt funny that at the age of 16 I was mixing socially with Dennis 42, and his fellow competitors. He made it plain to me that I was totally in charge of the car. All *he* had to do was push the pedals, change gear and steer.

Over the previous few years he had trained me in all forms of navigation using route instructions from previous events and also others he had compiled himself. This is what *you* now get from Chairman Chin's navigation school. We would also go out and practice a lot in the car. My eyesight was very good then and with the aid of the potty I could call the road accurately, so we seemed able to go as quickly in fog or mist as on a clear night. We gelled well and he never frightened me, nor I him. Though now he has gone to that giant start venue in the sky, I can now confess that I did adjust the severity of the bends if I thought we were behind time or the other way around if I thought we were at the edge of the Cinturatos' comfort zone!!

I was a member of 25<sup>th</sup> Bromley Scout troop, based in St Andrew's church hall, Burnt Ash Lane. Fellow members were Maurice and Pete Clarke. Pete became a 7Oaks committee member, and well as Clerk of the Course at Valance and a licensed Race C of C. Another member was Nigel Pratten, who later became 7Oaks Treasurer for three or four years and for a while, club auditor.

Maurice was a contemporary of mine at school, but Pete and Nigel were two years older. Before he was 17, Pete bought a 1937 Austin 7 Ruby. ***(Ahhh, I remember Pete bringing his Austin 7 to the Summer Autotests over at Brands Hatch back in the '80s – such a sweet car...THE TEMP ED)*** We watched as he dismantled and rebuilt it. One Thursday on Scout night, Pete let me drive it all round the outside church hall and church. Subsequently, whenever we went to Buckmore Park Scout campsite, I drove it all round the internal lanes. So I learnt the nuts and bolts of car driving in a car with less than one eighth of an inch effective clutch movement and a four speed crash gearbox, so double-declutching and toe and heeling were essential skills before I ever drove on the public road.

I often went with Dennis to the various driving tests in which he competed. One day when we were on the old Croydon airfield, Dennis asked if I wanted a go in the Riley. He was somewhat surprised that I didn't stall it and operated the gearbox with a degree of competence. He asked where I had learnt that, so I confessed to my scouting activities in Pete's Austin. After that, up to my 17<sup>th</sup> birthday, whenever we went to an off-road event I always had plenty of wheel time in the Riley or my mother's Triumph Herald Coupé.

About two months before my birthday I bought a 1949 Ford "sit up and beg" Anglia for eight pounds. I took it apart and reassembled it "as you do" to while away the time before my test. On my birthday I dug Dennis out of bed at 6am and had two hours' driving before I went to school. That evening I had my first proper lesson with the same instructor who had taught Pete and Maurice. He must have been impressed because he let me drive down the Sidcup bypass in his Triumph Herald from the Eltham traffic lights to the Clifton roundabout at 70mph, which he said he didn't normally let pupils do on their first lesson!

Between my birthday and my test, which was only five weeks away, I actually competed in my first motorsport event. This was a grass autotest organised by the Riley Motor Club. It was an all day event in June with good weather and everyone had picnics at lunchtime. One make clubs always had good entries and a wide range of classes, in this case pre-war saloons, pre-war sports cars, post-war saloons, the RM series and Pathfinders and the BMC saloons, to which the 4/68 and Riley Elves, the Riley version of the Mini, belonged. Dennis' modification to the car was a steering wheel ball so you could go from lock to lock one handed. The problem with the Riley was it had a right-handed handbrake, so you steered left-handed for handbrake turns and right-handed if you wanted to go backwards or change gear. Dennis instilled in me the importance of walking the course, backwards if necessary, and watching how other people did their runs, learning the good things they did and how to avoid their errors.

I had a very enjoyable day sliding all round the field, but collected no cones, line faults or wrong routes. When they counted the scores, I was second in class but a long way behind Dennis, but as he was FTD I was given the Class win and a lot of applause from all those friends of Dennis who knew how young I was. The awards that the Riley Club always gave were beautiful champagne flutes engraved with the Riley lozenge. I received two, which went home and were put with all the other trophies that Dennis had won.

**Geoff Turner**

