THE

ACORN

JANUARY 2013

HAPPY NEW YEAR
Sevenoaks and District Motor Club Ltd

PRESIDENT: John Symes VICE PRESIDENT Vic Elford

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

Officers and Committee

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Website—www.sevenoaksmotorclub.com
So, here we are again – another New Year and I hope that Santa brought you everything that you asked for. No? Well, you must have been a bit naughty then! Maybe keeping to your New Year resolutions will bring a bulging sack next Christmas. My resolutions are to lose some weight and try some different forms of motorsport, such as having a bash at the ASEMCC Trials championship.

January tends to be a relatively quiet month competitively, but for the rally types there are quite a few events to keep you involved, not least Chelmsford’s Winter Stages at Brands Hatch on the 12th. Unfortunately I can’t be there this year as I’ll be returning from a week’s skiing and trying to get some more silly Acorn on Tour pics, because I’m sure there will be plenty of competition for this in 2013? However there will also be 12-Car and Scatter rallies to play on a bit later and I hope that entries will be good for these. Presumably the rest of you will be beaver- ing away in dark & damp garages fettling your machinery so you will be ready for those lovely sunny days at the end of May for that special event.

The beginning of February is the big night at Hadlow Manor when we share out the club’s silver to those that either did well last year, or maybe had some notable mishaps. Rosemary & Nigel Mead do need to know if you are coming by 18th January, so please mark your diaries and get out your cheque books and join us for a fun night out. There will be pics and clips of a lot of you so if you have anything that might be of interest then do please send them to Nigel Mead so they can be included.

Talking of diaries, hopefully there will be our 2013 calendar somewhere within this Acorn so make a good note of events that you are planning to do and those that you might be able to help at. In particular I’d like to highlight the Car Trial at Stoneacre (near Maidstone) on 17th March as this should be a National round and whilst we did ok last year we really could have done with some more club members marshalling. Not only can you do your bit to keep up our reputation, but you can have a surprising amount of fun too as well as earning qualification points! What more could you ask for?

Work is progressing on a re-vamped club website and we hope to have that up and running for February and to keep it completely up to date. You can help us here too, by letting us know of any errors or about events that we are invited to that will be of interest to members.

Finally, I think we should all take a moment to offer some prayers to whichever deities you prefer and ask them to PLEASE make this rain stop – it’s messing up our motorsport!

ANDY ELCOMB
NAVIGATOR WANTED

I’m looking to enter the Xpart Endurance Rally run by Chelmsford on the 16/17th of February.

The event will be run as part of the Endurance Road Rally Championship so you’ll need a minimum of a Nat B licence to compete. It’ll be the first Endurance Road Rally that I’ve entered so I’m not going to be taking it too seriously and to that end I won’t be entering it as part of the championship.

My email address is motorsport@philipfawcett.co.uk or my ‘phone number is 07840 523439. More info on the event can be found on the Chelmsford website: www.chelmsfordmc.co.uk/Endurance

PHIL FAWCETT

SEVENOAKS AND DISTRICT MOTOR CLUB

2012 AWARDS DINNER

Once again this popular event will be held at:

Hadlow Manor Hotel, Goose Green, Hadlow, Kent, TN11 0JH.

On Saturday 2nd February 2013

Invitations and menu choices are now available.

£33.00 per ticket.

Our venue will require final numbers in advance and seating plans have to be organised so the closing date for ticket applications will be Friday 18th January 2013.

Women in Saudi Arabia, are now permitted to drive for the first time.....
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EDITORIAL RAMBLINGS

It is a sad day today as this is my last Acorn, after 23 months, I have decided to call it a day. I have really enjoyed it, and have appreciated all your help. So a big thank you to all of you. I will still be getting out and about, so will see you at events.

So all that is left to say is Happy New Year, and hope it is an even better one than last year.

SUE JESSOP

TINKLE,TINKLE LITTLE CAR

Tinkle, Tinkle little car
How I wonder what you are.

Leaking oil every day
Having it your own way.

Going up hills real slow
I don't want you any mo'.

Tinkle, Tinkle little car
Boy, what a lemon you are

Three sons left home, went out on their own and prospered. Getting back together, they discussed the gifts they were able to give their elderly mother. The first said, "I built a big house for our mother." The second said, "I sent her a Mercedes with a driver." The third smiled and said, "I've got you both beat. You remember how mom enjoyed reading the Bible? And you know she can't see very well. So I sent her a remarkable parrot that recites the entire Bible. It took elders in the church 12 years to teach him. He's one of a kind. Mama just has to name the chapter and verse, and the parrot recites it."

Soon thereafter, mom sent out her letters of thanks: "Milton," she wrote one son, "The house you built is so huge. I live in only one room, but I have to clean the whole house."

"Gerald," she wrote to another, "I am too old to travel. I stay most of the time at home, so I rarely use the Mercedes. And the driver is so rude!"

"Dearest Donald," she wrote to her third son, "You have the good sense to know what your mother likes. The chicken was delicious."
ANDY FOYLE’S PREPARATIONS FOR MATP 2013 ARE UNDERWAY

See attached pic of my MATP drive for 2013.........

It’s a Suzuki Swift under preparation at 586 Sport (currently in bodyshop).......based on Callum’s old BRC S1600 car though likely a 1400cc engine as it is doing BTRDA 1400cc championship in 2013

I am only “borrowing” and hope it’s a step up from 2012

ANDY FOYLE

Boy in Jail, gets letter from widowed father, saying too old to dig the potato patch, a week later father gets reply, saying don’t forget to look after that box I BURIED in the patch, The police obviously saw it and went and dug over the whole patch without any luck. Dad receives another letter saying I did what I could to help!!
The Ferrari F1 team has announced that it is ‘evaluating’ whether to launch an official protest against Christmas.

‘Last December we became aware that a man travelled the world giving gifts to children whilst wearing a suit that made unauthorised use of the signature red and white Ferrari colours,’ said Maranello spokesman Paul Oozer. ‘Since then we have been carefully examining footage of this ‘Christmas’ event and, although we did not mention it at the time, we now believe we have a case against the gentleman who infringed our copyright, Mr Claus, which we can string out in an over-dramatic and pathetically childish way.’

If the Italian team decides to go ahead with its action against Father Christmas, it could have dire consequences for the jocular Laplander’s usual present distribution routine and indeed for Christmas itself. However, Ferrari believe they have a solution to this potential seasonal crisis; ‘As the rightful users of the red and white colour scheme, we would take over the whole Christmas event,’ said a spokesman. ‘Fernando Alonso has the pace to deliver presents all over the world in just one night and Felipe Massa looks like an elf. Plus, the 2012 car was basically a bit of a turkey.’

As for the actual presents to be delivered to youngsters across the globe, Ferrari claim they would have a solution to that too. ‘What child would not want to receive a Ferrari-branded golfing glove or Ferrari-branded ice scraper?’ their spokesman asked. ‘Although of course in return the child would owe us 390 and 735 Euros respectively.’

Whilst Ferrari continue to deliberate on their next move, others are less than impressed with their potential plan to ruin Christmas. ‘For goodness sake, can’t they just drop it and move on,’ said the rest of the world, yesterday.
THE SMITHS

The Smiths were unable to conceive children and decided to use a surrogate father to start their family.

On the day the proxy father was to arrive, Mr. Smith kissed his wife goodbye and said, 'Well, I'm off now. The man should be here soon'.

Half an hour later, just by chance, a door-to-door baby photographer happened to ring the doorbell, hoping to make a sale. 'Good morning, Ma'am', he said, 'I've come to...' 'Oh, no need to explain', Mrs Smith cut in, 'I've been expecting you'. 'Have you really?' said the photographer. 'Well, that's good. Did you know babies are my speciality?' 'Well that's what my husband and I had hoped. Please come in and have a seat'.

After a moment she asked, blushing, 'Well, where do we start?' 'Leave everything to me. I usually try two in the bathtub, one on the couch, and perhaps a couple on the bed. And sometimes the living room floor is fun. You can really spread out there'. 'Bathtub, living room floor? No wonder it didn't work out for Harry and me!'

'Well, Ma'am. none of us can guarantee a good one every time. But if we try several different positions and I shoot from six or seven angles, I'm sure you'll be pleased with there results'. 'My, that's a lot!' gasped Mrs Smith. 'Ma'am, in my line of work a man has to take his time. I'd love to be in and out in five minutes, but I'm sure you'd be disappointed with that'. 'Don't I know it', said Mrs Smith quietly.

The photographer opened his briefcase and pulled out a portfolio of his baby pictures. 'This was done on the top of a bus', he said. 'Oh my God!' Mrs Smith exclaimed, tugging at her neckerchief. 'And these twins turned out exceptionally well - when you consider her mother was so difficult to work with'. 'She was difficult?' asked Mrs Smith. 'Yes, I'm afraid so. I finally had to take her to the park to get the job done right. People were crowding around four and five deep to get a good look'. 'Four and five deep?' said Mrs Smith, her eyes wide with amazement. 'Yes', the photographer replied. 'And for more than three hours, too. The mother was constantly squealing and yelling - I could hardly concentrate, and when darkness approached I had to rush my shots. Finally, when the squirrels began nibbling on my equipment, I just had to pack it all in'.

Mrs Smith leaned forward. 'Do you mean they actually chewed on your, um...equipment?' 'It's true, Ma'am, yes. Well, if you're ready, I'll set-up my tripod and we can get to work right away'. 'Tripod?'

'Oh yes, Ma'am. I need to use a tripod to rest my Canon on. It's much too big to be held in the hand very long... Ma'am? Ma'am? Good Lord, she's fainted!'

JIM GIDDINGS
Dear Mr. Scudder

As one of the oldest motoring clubs in the world, The Royal Automobile Club is proud to promote events which celebrate motoring and motorists. Our recent weekend, with the RAC Brighton to London Future Car Challenge followed by the London to Brighton Veteran Car Run, brought together great cars and great drivers for a true motoring celebration.

I am particularly conscious that these events could not happen without the generous support which our marshals give us every year, so it was appropriate that Bernard Cottrell, clerk of the course of both runs should collect an award at the Hagerty VCR Cocktail Party, collected on behalf of the volunteer marshals and warmly recognised by the guests.

There was another, surprise, award at the dinner on Sunday night in Brighton when the VCR Steering Group made a special presentation to Tony Johnstone who has been involved with the Madeira Drive finale for 53 years.

This year, the conditions on Sunday morning were about as wet as they could be yet the Run continued and the support which we had from all the marshals was amazing. I wanted to write, therefore, to underline our appreciation of your time and commitment which helps this Club promote an event of which we can all be very proud.

Yours sincerely

Tom Purves
Chairman

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www.royalautomobileclub.co.uk
05 December 2012

Ms Sue Jessop
3 Lodge Hill Lane
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ROCHESTER
ME3 8PN

Dear Ms Jessop

Thank you for your support at the Royal Automobile Club’s London to Brighton Veteran Car Run 2012.

Without your contribution the event would not be able to run as successfully as it does each year. Your efforts on what was one of the wettest weekends in the Run’s history, is appreciated by the organisers and participants alike.

To demonstrate this appreciation, Hagerty, a sponsor of the annual event, this year presented the Hagerty London to Brighton Veteran Car Run Achievement Award at the weekend’s Saturday evening participants’ drinks reception to Bernard Cottrell, who received the award on behalf of the hundreds of veteran enthusiasts who turn out year after year to support and assist with the smooth running of the event.

“Earlier this year, it was recognised nationally, that the success of the Olympics was down to the wonderful group of volunteers who gave up their time to ensure that others could enjoy themselves” stated Angus Forsyth, Managing Director of Hagerty International. “This is also true of the Veteran Car Run, because without the dedication, enthusiasm and selfless commitment from the marshals and all other volunteers, this event would be extremely difficult to stage, if at all. This award represents a small token of our collective thanks and recognition for all their hard work come rain or shine.”

“I am greatly honoured to receive this award on behalf of all the marshals”, said Bernard Cottrell when presented with the silver trophy. “We all love the Veteran Car Run and it forms the cornerstone to our motoring heritage and this award is a great way to be recognised.”

The award will now remain in pride of place at the Royal Automobile Club in Pall Mall.

Should you have any feedback on this year’s Run, please contact the VCR Organisation Team by telephone: 01483 524 433 or email: VCRadmin@goose.co.uk.

We hope to see you again next year along with the sunshine. In the interim, we wish you and your family a happy and festive season and peaceful and safe 2013.

Yours sincerely,

Neil Carr-Jones
Event Manager
The VCR Organisation Team
The Royal Automobile Club’s Veteran Car Run
PARIS – DEAUVILLE RALLY 2012

As many of you know Jon has long been a fan of the Mark I Escort – something which he has passed onto Adrian. He has also been known to double enter the black escort with Adrian at a few sprints. However as time as gone on I’ve dropped a few hints that it might be quite nice if we did a few events together and I wasn’t thinking of co-driving the escort but something with a bit of class – relative I know! So he had a think and did quite a bit of research on Google and came up with a rally starting from the Place de Vendome in Paris and after a gentle ride through the country side, stopping off for lunch at a chateau, we would arrive in Deauville, stay in a nice hotel, drink and generally be merry then a gentle drive out the next day to somewhere equally scenic followed by entering the Concourse d’état and the Concourse d’Elegance on the Sunday. As the blurb said: “The 46th Paris-Deauville Rally (September 27th-October 1st) is open to all pre-1941 cars and to pre 1960 coupés and cabriolets. True to its reputation, this event still mixes tradition and innovation. Following Hispano-Suiza, Bugatti, Packard, Alfa-Romeo and Delahaye, Bentley will be the marque of honour. Such a gathering of authentic historic cars of great interest, by Club de l’Auto, naturally entails three days of camaraderie, elegance and gastronomy”. Sounds good to me, at last a girly time out in the car – where do I sign up!

Next job – having got me to sign up and agree to navigate, something about Tulips but I like flowers – chose the car! So, best car for France is a left hand drive – we have one of those, a 1952 300S Mercedes. Perfect.

We left bright and early with the car safely on the trailer Thursday to get the tunnel and drive down to Paris. Once we found our way to the Place de Vendome we unveiled the car and unloaded her and drove her to the parking area cordoned off for the other vehicles where she was duly admired and we got a chance to see some of the other entrants.
After being serenaded by the French equivalent of the Household Cavalry, we find our way to the bar for champagne, get to meet some more of the other entrants and instructions to the first hotel in Versailles. We set off, just missing the rush hour and arrived at the hotel only a little late as the directions weren’t that great – but hey that’s why I have an i-phone with map and directions, isn’t it?

The next day, we left, again very early, to get to the first stop for breakfast and the official departure for the rally in the square by Versailles itself. Got a little lost, Jon seemed a little anxious that we wouldn’t be able to get off the auto route before we got all the way to Paris but I redeemed myself and we arrived not long after the rest and no we weren’t the last to get there or to take the scenic route! 1 last photo opportunity for the public and off we went.

Finally got to see what they meant by Tulip route but as long as I ticked everything off and read it to the letter I surprised myself and Jon with how well I did and arrived at the chateau for lunch. There we found ourselves on a table where no one spoke the same language but we all seemed to get by.
We finally got to Deauville without too many mishaps mid-afternoon, apart from when the 1925 Bentley 3Litre Vanden Plas driven by a 1 armed English man called Maurice suddenly came to a halt and threw it into reverse about 10 yards in front of us on a blind corner as he had over-shot the turning. We threw the Merc into reverse and as we came round the corner backwards saw about 10 other rally cars gaining rapidly on us! We shot up the road and led the convoy round some interesting country lanes into Deauville – think I might have mastered the art of Tulips! Once at Deauville all the cars reassembled and then drove in procession to the centre of town where we were feted by the mayor and given presents galore then drove to the hotel.

Chris with Patrick Vanson in his 1954 Sunbeam-Talbot Alpine. Patrick used to drive for the Citroen Rally Works Team, amongst others, in the 1950s and 60s
After a gala evening up early the next morning to drive the couple of miles to Trouville for champagne and oysters, which even I struggled with at 8am, but gave it a good try!

We left in the rain very glad that the roof didn’t leak, and after a coffee stop at Honfleur we arrived at the Abbaye Vallesse for lunch dry and on time – well only slightly late as we had to keep texting our son Adrian for the answers to the fiendish quiz we’d been set which was definitely slanted towards the French contingent!

A nice line up of cars! Think the 300S holds her own!
After lunch, the sun came out and we put the roof down and drove back. On the return to Deauville we came across a few weddings and so we joined in with all the tooting of horns and waving that goes on. Got back to Deauville having gone via a Calvados maker – more gifts – then another reception and drive through the town centre where we met the deputy mayor and got some more goodies. Just got back to the hotel in time to get changed for another gala dinner and dress up in our 1920s costumes – this is turning out to be my sort of rally!

Sunday – up early, again. Out by 8 to the car wash then onto the Deauville Hippodrome where the competitions were taking place. Merc now washed and polished to an inch of her life but looking very smart. Nothing to do but wait around whilst the 9 FIVA chaps worked their way down the row of cars with their clipboards and tick lists all looking very serious and solemn. The car had done her bit now we had to get ourselves spruced up for the Concourse d’elegance and best hat completion which took place after another nice lunch with some very nice French wine. So best foot forward, slightly alarmed as we had only just found out that we were meant to do a 2 minute sketch as well in front of the race course stands which were now full and 5 more French judges we drove forward. Luckily being English we don’t take ourselves too seriously, unlike the majority of Jonny Foreigner, and after much applause and laughter we drove off to find out a while later that we’d won – I knew my hat would come in use one day!

And the winner of the Best Hat Competition and Car goes to....
Still no news on the result of the Concourse d’Etat so back to the hotel to get changed and round to the Casino where the farewell gala dinner was being held.

By now we had managed to find and make friends with the other 4 English couples so joined them for the dinner. I think that everyone on the table won something to those who had been coming the longest, to the man who drove the best with only 1 arm, even to Audrey and Chris who came 3rd in the quiz – dread to think what their phone bill would be! Then best of all Jon and the 300S won the Concourse d’Etat so all the elbow grease that went into polishing her was well worth it!

So off to bed as we were up early the next day to get back home – did I mention there were a lot of early starts. Would I do it again – yes. It was a very good introduction to rallying. Jon was over the moon with the car – she did look fab, and he’s now planning on entering the next concourse that Mercedes have next summer. The French public were great waving and calling out wherever we went.

On a final note, Jon has told me that there are a couple of events he thinks we should do – the Tour Optic from Paris to SW France next April in the 1953 ex works Sunbeam, originally driven by Peter Collins, and the Rally des Alpes in the 356 Porche in July – looks like I’m going to have to swot up on my Tulips again……

JON AND CHRIS MILES

JANUARY CAR TRIAL

Fancy doing a car trial in January? The Cambridge Car Club will be holding their Roger Holmes Memorial trial at Harlton, near Cambridge on Sunday 20th January. This is an ideal opportunity for your first trial, as the venue is on a grass hillside and therefore completely non damaging. Sevenoaks is not an invited club, but being the first round of the Association of South Eastern Motor Clubs (ASEMC) Car Trial Championship, you can compete if you register with the championship accordingly. You will also need an MSA competition licence (minimum Clubman). ASEMCC Details and regulations from Chris Judge email:judgece66@aol.com or 07765 663 258. H: 01474 873 628

CHRIS JUDGE
Merry Christmas to you all! Where have the last three months gone? Unfortunately due to time constraints I’ve only been out on one event this month the Britcar into the night race at Brands Hatch. It was another wet day although it never rained particularly hard, there was always some moisture in the air. I was flagging at post four, on the inside of the circuit just before the ‘Carlube’ bridge in between Paddock and Druids. We had one spinner during the day, a Clio who lost it at the bottom of Paddock and seemed to be making a bee line towards me and the flag point. I started to move backwards but I slowly realised that the big hit I initially feared wasn’t going to happen as I had gravity on my side slowing the car down. It did come close though and while he didn’t hit the tyres if I had of lent over and tried to stick the flag between his front bumper and the tyre wall I doubt that I would have succeeded!

Throughout the day there were cars ending up in the gravel outside of Paddock but apart from me waving a green flag they never gave us anything to do, until the night race that is! Early in the race a BMW went off into the gravel on the outside of Paddock. The safety car was deployed and he was towed out of the gravel and sent on his way. As he came past us however the driver stamped on the brakes to avoid another car and all the gravel that was stuck in his car was duly deposited on the track! The safety car continued round and because it was dark we were using the light boxes so the only thing I could do was to shout warnings to the incident marshals who were sweeping the gravel clear as to when the cars were coming. With the gravel cleared to the best of our ability the race continued with only a few more safety car periods, none of which were anything to do with us. All in all damp but good event, thank you to MSVR who not only provided the usual cooked breakfast but also hot soup at lunchtime as well!

My next event was due to be Sue’s scatter but I managed to get a temporary Christmas job at Clinton’s cards so I couldn’t make the journey across in time due to not getting home till about six o’clock that evening and then starting at eight o’clock the following morning. I hope all went well and everyone that was out enjoyed themselves. It’s time for me to pay the Peugeot a bit of attention, I need to replace the exhaust back box, sort some wiring out and have a look at the rear wheel bearings so the coming weeks will be busy but I’m looking to enter the Xpart Endurance Rally run by Chelmsford on the 16/17th of February. I don’t have a navigator at the moment so if you’re interested in having a go then please let me know, my email address is motorsport@philipfawcett.co.uk
Right, I need to go and sort out some bits for the Kingdom Faith Carol Service so I’ll bid you farewell and as the old saying goes, I’ll end on a suitably festive song:

Joy to the world the Lord has come,
Let earth receive her King,
Let every heart prepare Him room,
And heaven and nature sing,
And heaven and nature sing,
And heaven and heaven and nature sing!

PHIL FAWCETT

People never do what you expect, but what you inspect.

Robert Whiting, an elderly gentleman of 83, arrived in Paris by plane. At French Customs, he took a few minutes to locate his passport in his carry-on bag. "You have been to France before, monsieur?" the customs officer asked, sarcastically.

Mr. Whiting admitted that he had been to France previously. "Then you should know enough to have your passport ready."

The American said, 'The last time I was here, I didn't have to show it." "Impossible. Americans always have to show your passports on arrival in France!"

The American gave the Frenchman a long hard look. Then he quietly explained, "Well, when I came ashore at Omaha Beach on D-Day in 1944 to help liberate this country, I couldn't find a single Frenchmen to show a passport to."

JFK’S Secretary of State, Dean Rusk, was in France in the early 60's when DeGaulle decided to pull out of NATO. DeGaulle said he wanted all US military out of France as soon as possible. Rusk responded, "Does that include those who are buried here?" DeGaulle did not respond.

STEVE HOWARD
Sorry CFG, You have left it too late again,!! But thought I would add them as you look so cute as a baby. However I can say you have not changed, would recognise you straight away, but maybe not cute now!

Sorry Shona, forgot yours, my mistake, so showing you both together.

THE ZIPPER

If this one doesn't make you laugh.....
In a crowded city at a busy bus stop, a woman who was waiting for a bus was wearing a tight leather skirt. As the bus stopped and it was her turn to get on, she became aware that her skirt was too tight to allow her leg to come up to the height of the first step of the bus. Slightly embarrassed and with a quick smile to the bus driver, she reached behind her to unzip her skirt a little, thinking that this would give her enough slack to raise her leg. Again, she tried to make the step only to discover she still couldn't. So, a little more embarrassed, she once again reached behind her to unzip her skirt a little more. For the second time, attempted the step, and, once again, much to her chagrin, she could not raise her leg. With little smile to the driver, she again reached behind to unzip a little more and again was unable to make the step. About this time, a large Texan who was standing behind her picked her up easily by the waist and placed her gently on the step of the bus. She went ballistic and turned to the would-be Samaritan and screeched, "How dare you touch my body! I don't even know who you are!" The Texan smiled and drawled, "Well, ma'am, normally I would agree with you, but after you unzipped my fly three times, I kinda figured we was friends."
WE HAVE ALL COMPETED

Nan SJ will see I do!!

Promise not to reveal. Still a secret DS

Ian Crocker It was him!!

Russ, Libby and Alex Giddings

Keith Crocker No

Joy Waiton

Lee Champion

Andy Foyle

Neil Phillips

Graham Pryme
VIC ELFORD BITS

I don’t mean his bits, but bits about Vic. I see in the current January Motorsport (a very good one this month), QUICK VIC has done an article on competing on the Historic Targa Florio in Sicily. The Porsche Museum had entered 5 cars, including 2 Porsche 356 1600 Speedsters’, one for Vic, and one for 1970 Le Mans winner Hans Herrmann. The start was at the University of Palermo, and Vic, and Hans were not the only ones who could not keep up with police escort (could only happen in Italy). The 3 day event covered a lot of the roads used on the original Targa Florios’, with a series of regularities stages. Neither Vic, and Hans were particularly interested in going slowly, so both finished well down, having both decided it was more fun going fast.

I was at a recent Gilbern Owners Club meeting, and one of the members had a French motorsport magazine. This was due to a picture of a Belgian Gilbern GT doing a hillclimb. While looking at the magazine, I spotted an article on a French historic race preparation company called Fox Race Car Engineering. In amongst American sports cars, and a Ginetta G16, was a March 73S BMW Group 6 sports racing car. This turns out to be the ex Vic Elford car which had been beautifully prepared. In 1973 Vic gave up driving full time, and set up his own team Ecurie Vic Elford. They ran 2 March 73S sports cars in the European 2-litre Sports Car Championship. The team had limited success, with a few top ten results. Vic sometimes drove himself, including a strong showing at Nurburgring (where else), where after retirement in the first heat, he finished a good fourth in the second heat. I believe it’s this car that Fox have.

The Backward Archive

CHRIS DENNIS

A woman arrived at a party. While scanning the guests, she spotted an attractive man standing alone. She approached him, smiled and said, "Hello. My name is Carmen." "That’s a beautiful name," he replied. "Is it a family name?" "No," she replied. As a matter of fact I gave it to myself. It represents the things that I enjoy the most - cars and men. Therefore I chose "Carmen". "What's your name?" she asked. He answered "B.J. Titsengolf."

Okay, Okay, it all makes sense now... I never looked at it this way before: MENtal illness MENstrual cramps MENtal breakdown MENopause GUYnecologist And when we have REAL trouble, it's a... HIsterectomy Ever notice how all of women's problems start with MEN?
The 2012 Corbeau Seats ASEMCC Stage Rally Championship has been won overall by Iain & Andy Gibson in their Cartek Motorsport supported Honda Civic Type-R. A string of 7 maximum scores secured victory with an event in hand.

Co-driver Andy has also picked up a class win in the ACSMC Championship as well. The team scored 3 top ten finishes in the season, with a best of 7th overall at RAF Woodbridge.

www.cartek.biz  info@cartekmotorsport.com

IAIN GIBSON
Having previously competed several times at the former incarnation of the Carfax when it was held at the old much missed Longcross test track in Surrey, Team TR Motorsport knew we were in for a good winter event involving early and late frost leading into darkness.

Seven of the eight planned stages were run, the last one being lost to compounded delays which would have over run the venues curfew. The day dawned dry, bright and frosty with the 82 entries somehow fitted into a slightly cramped central runway service area, with signing on located in the Bill Gwynne Motorsport (BGM) awning. We were seeded as car 27 which we thought was fair to tackle the seven stages which ranged from 7.7 miles to 8.4 miles running in both clockwise and anti-clockwise directions, with the extra mileage for the 8.4 mile stage achieved by the incorporation of an extra loop section. The venue being a flat airfield generally fast, wide and open with a few narrower infield sections, delineated by many cones and chicanes some of which were very tight!!

Over the day we had a couple of notable adventures in the MK2 Golf GTI 2 litre, the first involving locking up and 'headbutting' a metal spectator barrier type railing at a chicane which then fell over, but was undamaging to both crew and car and did not get us a penalty fortunately. The second was noisier when the back exhaust box detached itself at a section close to the service area but we carried on at unabated speed and finished a bit deaf and a bit exhaust smelly inside the car. Back in service shortly after an energetic marshall came trotting over with the errant object still warm and smoking but unserviceable so the spare was hastily fitted so we could carry on.

The last stage in the dark was quite tricky to call and made a couple of errors (or maybe I need to eat more carrots) but we finished ok but without clawing any more time back. At the end of the event we'd moved up from 27th to 18th overall and were 5th in class out of 22. Congratulations to Paul King and Alicia Miles in their Class D 2.5 Escort for their first overall win and other notable drives were from James Hunt and Rich Knowlton who scored 6th overall in their 1400 Corsa, and ex Hillclimb Champion Roger Moran /Joy Hoyle in 2nd overall in another over 2 litre Mk 2 Escort.

That's it for us for 2012 but we already have our entry in for the Brands Hatch Winter stages on 12th January.
I went, and marshalled on the Fat Albert Rally at Keevil airfield in Wiltshire on Saturday 27th October 2012. It was very cold, but bright. Some of the marshals told me about camping there Friday night last year. On the Friday evening several RAF fire, and rescue vehicles suddenly arrived at the still MOD owned airfield. Apparently there was going to be a night practice landing exercise, in the complete dark, using no lights.

Then the first few Hercules C-130’s aircraft came in, doing the high then steep drop Hanoi landings, then taking straight off again. A message then came through, that all the lights had to be turned off on the campsite, as it was distracting the pilots. More Hercules C-130’s came in, and out, then more aircraft as the jet transports C-17’s came in, and did the same thing. Certainly something a bit different for an evenings camping.

Back to the rally, the Tavern MC organised event went very well, with about eighty cars. It was won by Steve, and Yvonne Furzeland in their WRC Subaru Impreza. Our own NIGEL MUMMERY with Fiona Scarrett came fourth overall in his WRC Ford Focus, having been mixing it for second for most of the day.

The following day I went to the ASWMC AGM, and Rally Forum in Devon, organised by I think ex Maidstone & Mid Kent MC man Howard West. On the Forum was rallying legends works co-drive Paul White, Russell Brookes, Andy Burton, Hugh Hunter, and his co-driver Andy Marchbank.

Russell Brookes did not talk a lot about his days driving his famous Andrews for Heat Escorts, Serrias, and Mantas, (down CHIN) but about driving a 32 ton MAN truck on the Paris to Daker rally. He was asked by Opel to drive a support truck on the rally, which he jumped at. He was teamed up a German Opel rally driver, and a German MAN mechanic. When they reached the halfway halt they were 28th overall amongst all the cars, and bikes, not to mention other trucks, out of 700 competitors. Unfortunately they were then disqualified for now only having two crew members, having just lost one of them. This story started two days earlier......

Russell was getting some sleep, while his fellow rally driver was doing the driving. When he woke up he found his teammate slumped over the steering wheel unconscious, and his foot jammed full down on the throttle pedal. Russell managed to gain control of the truck, and brought it to a halt. Where he then got the German rally driver out of the truck, and started doing resuscitation.

Now all the vehicles carried a first aid box, which had a seal on it. Russell asked the German mechanic for the first aid box, but his reply was if we break the seal on the first aid box, we will be disqualified from the rally. I have my orders Herr Brookes to finish the rally.
Despite pleading with the mechanic this was a life or death moment, the mechanic was unmoved.

Luckily one of the 9 rescue crews (an upmarket Cam Rescue), just arrived out of the desert sands. They put drips into the unconscious patient, and stabilised him. Now Russell was expecting them to call up one of the Air Ambulance helicopters, but due to sand storms they were all grounded. The medics advised the quickest way to get him to hospital, was to take him to the halfway halt, 2 days away, in the truck.

So they laid him down on the back shelf of the cab, but he kept falling off, so they sat him up in the middle seat of the truck. The only problem with this was, when they went over a bad bump, his head would come forward, and he would give out a loud moan, like he was going to throw up. Finally the German mechanic could not take it anymore, and insisted Russell stop, while he fixed up something.

First he put a crash helmet on the sick driver, then he found a spare driveshaft, and stuck it vertically down the back of the seat. Then he took a roll of tank tape, and taped the crash helmet to the driveshaft, to keep his head level, job done. They continued like this to the halfway halt, where they then extracted the poor German driver, who then finally got to hospital. The good news is he somehow made a full recovery, and went on to work for Opel Motorsport for another 18 years, before recently passing away.

Back at the halfway halt the team got disqualified for not having the full original crew. So Tony Fall, the then head of Opel Motorsport, gave Russell $30,000 to drive the Man truck back to Europe. This was kept in a safe welded into the chassis rail, accessed through one of the passenger seats. The drive back to Europe is another story, which we unfortunately didn’t have time for.

Another story came from Paul White, (now president of Tavern MC) co-driver to Nigel Rockey, Henri Toivonen, and Andrew Cowan. He was co-driving with Andrew Cowan on the 1977 East African Safari, in a Mitsubishi Lancer. They were having a big dice for third place with an Italian called Sandro Munari, in his works Lancia Stratos.

Now on one stage Mr Cowan starting groaning, Paul asked what was wrong, and Andrew needed to open his bowels, to which Paul said no keep driving, we can’t lose any time to Munari. Now the stages on the Safari were more than a few miles long, and finally, Andrew could hold himself no more. So he stopped, and went behind some bushes (convenient). Paul being the professional co-driver timed Andrew, and they lost 4 mins. At the finished of the Safari they came fourth overall behind Munari, by how much?. Yes you guessed it 4 mins. This was an even more expensive toilet break than you may think, as not getting into the top three, cost Andrew his FIA A-seeding.
Andrew Burton was there, and confirmed his now banned Peugeot 306 mid engined V6 twin turbo, is still in his workshop, exactly as it brokedown, on its last rally in 2011. He has been out watching on a few rallies in 2012, and would like to try to build a new car to the new rules. He has also been to some All Wheel Drive events, and likes the idea of trying to build something for this as well, so is not sure which way he will go.

He did admit that when building his Cosworth V6 engines, he would have to have a pint first to steady his nerves. As everything had to be within a couple of thousands, or it is £20,000 of scrap. The Forum overrun a little to 4.30 pm, but that was just ok for me to dash up to Cardiff. This was to see singer Amy Macdonald in concert, who was fantastic. So ended a busy weekend in District Dorset, “This is the Life”.

**CHRIS DENNIS**

**NAVIGATOR WANTED**

Having Sprinted and trialed for a few years now I felt its about time I gave this Rally stuff a go.

So I'm looking for a Nav (pref with some experience) to compete on events with me this year.

I'll be using the Suzuki for this which should be more than adequate for this type of event, all you need do is turn up with maps and pencils.

If anyone is interested or knows of someone who is then please contact me quickly as I would like to compete in the next available event.

The only caveat is that I'm not really looking for someone who only wants to do a one off but wants to nav for me as much as they can throughout the season (at a pinch in light of no one coming forwards obviously I would consider this).

**STEVE THOMPSON**

07872180633
stevthom1@hotmail.com

Q. How do you keep a blonde at home?

A. Build a circular driveway.