



From the Editor's Screen

NOSTALGIA AIN'T WHAT IT USED TO BE

I've lost count of the times I have heard the question 'Curly Wurly... are they as big as they used to be?'

It's one of the great unanswered questions from the 1970's and 80's along with 'What ever happened to the ill-fated Cadbury's Aztec Bar and can you still buy Spangles?'

Nostalgia, you either love it or hate it but whatever your leanings one thing is for certain... what used to be everyday life is fast becoming history. Time is passing us by so fast it is hard to remember that The Sweeney used to use a telex machine to share their info on all the '*Scallies and reprobates*' that were so widely hunted by DI Jack Regan.

As I write this it is Goodwood Festival of Speed weekend (some refer to it by another name...) and I am sure that it will feature endless glory machines from days gone by. Button will be quaffing the champagne with Surtees whilst Andretti will be exchanging tips with Sohlberg. Nostalgia is big business, especially in motor sport as the FoS turns into the Goodwood Revival and at events like Rally Day the main feature is a cavalcade of Metro 6R4's (even their 2010 website boasts 3 out of 4 pictures of cars that are pre-1990).

The Ypres Historic Rally was more popular by all accounts this year than its modern counterpart and even at CAR-nival

we witnessed a huge following for the Can-Am Firenza and Steve Smith's 'all-new' TR8 (welcome to both drivers as S & C MC members by the way).

All of this nostalgia was topped off in early June by the Double-Twelve Festival at Brooklands which saw the Vintage Sports Car Club run a Sprint for pre-war (WWII) cars on the Mercedes World Handling Track. Very pretty they were too but what a waste of a fantastic venue.

Whenever we think of the 'Good old days' we do it with a warm heart and a very large pair of rose-tinted spectacles.

In fact, the answer to that original question is that you can fit 2 Curly Wurlies into the original wrapper (*Source: Gene Hunt's Thing's ain't what the used to be*) and the Aztec Bar was a load of crap. Reality tells us that not everything was so great! Let's face it, Terry and June was really crap, Sherbet Dabs were really bad for you - God knows how much sugar were in Cola Cubes? Nostalgia, don't you just love it?

And for the umpteenth AGM the old 'I remember when at Club Nights you had to fight for a seat to watch 'From Harrogate it started' or just to get a brown ale from the bar' chestnut was trolled out in the debate about Social activities - things have changed however, mostly for the better.

The Super-Web Inter-Highway thingy means we have information on tap 24-hours a day and there appears to be no excuse for not knowing everything about everything... that is apart from one other thing from a by-gone day: enjoying inter-action with like-minded people, talking and god forbid, even going to a club social night occasionally.

COMPETITON DIARY – What's On in 2010

Autocross

17 th July	North Devon MC	Sugworthy
18 th July	North Devon MC	Sugworthy
7 th August	Southsea MC	Meonstoke
8 th August	Southsea MC	Meonstoke
28 th August	Witney MC	TBA
29 th August	Witney MC	TBA
12 th September	South Hams MC	TBA
19 th September	Weston Super Mare MC	Weston Airfield
2 nd October	North Devon MC	Sugworthy
3 rd October	North Devon MC	Sugworthy

Multi-Venue Rally

17th July	Swansea Bay National Rally - Gravel	Swansea
18th July	ALMC Stages - Tarmac	County Meath, Nth Ireland
1st August	Tyneside Stages - Tarmac	Otterbourne, Northumberland
20th August	International Rally of Northern Ireland	Armagh, Nth Ireland
29th August	Mewla National Rally - Tarmac	Epynt, Mid-Wales
4th September	Woodpecker Stages - Gravel	Ludlow, Shropshire
25th September	Rally Yorkshire - Gravel	Pickering, Nth Yorkshire
15th October	Rally Scotland - Gravel	Scotland
24th October	Cheviot National Rally - Tarmac	Otterbourne, Northumberland
6 th November	JLT Rally.com Tempest - Gravel	Aldershot
11th November	Wales Rally GB - Gravel	Cardiff

Multi-Use Rally

17 th July	Azimghur Stages	Colerne, Wilts
31 st July	Fat Albert Stages	Keevil, Wilts
21 st August	Wugging Stages	Colerne, Wilts
5 th September	Bombalong Stages	Debden, Essex - CANCELLED
25 th September	Woodbridge Stages	Ipswich
26 th September	Patriot Stages	Caerwent nr Chepstow
17 th October	Smeatharpe Stages	Somerset / Devon
4 th / 5 th December	Rockingham Stages	Northampton
28 th December	Longmoor Loco Stages	Longmoor, Nr Bordon

Sprint

11 th July	Borough 19 MC	Debden
7 th August	BARC (Midlands)	Curborough
8 th August	Borough 19 M.C.	Hethel
14 th August	London Irish MC / Sevenoaks & DMC	Lydden
15 th August	London Irish MC / Sevenoaks & DMC	Lydden
12 th September	Tunbridge Wells	Brands Hatch
19 th September	Harrow CC	North Weald
3 rd October	Herts. County AC	Debden
10 th October	Farnborough DMC	Eelmoor
19 th September	Harrow CC	North Weald
23 rd October	Rochester MC	Lydden

Hillclimb

18 th July	BARC (South West)	Gurston Down
12-Jul	Camel Vale M.C.	Castle, Lostwithiel
31 st July	Torbay M.C.	Mamhead
1 st August	Torbay M.C.	Mamhead
7 th August	Tunbridge Wells M.C.	Pestallozzi
8 th August	Tunbridge Wells M.C.	Pestallozzi
4 th September	Five Clubs incl. Plymouth M.C.	Wiscombe Park
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PLEASE NOTE THAT THE ABOVE IS FOR GUIDANCE ONLY AND YOU SHOULD CONTACT THE ORGANISING CLUBS FOR FURTHER INFORMATION

COMPO'S CORNER

Watch out for the change in the rule-making process as the MSA move to a website based system of notification of impending rule changes. No longer will proposals appear in Motorsports Now and the only way to keep an eye on what's coming around the corner will be a regular check on www.msauk.org

On the subject of rule changes, there are a few in the pipeline already but most are fairly innocuous. The highlights are:

Speed: *Toughened glass is now prohibited in all vehicles
Modified Limited Series Production Cars are now referred to as Modified Series Production Cars.*

Rally: *Forced induction 2500cc engines must be fitted with a 33mm restrictor (previously published as 32mm) as per FIA regulations
Safety Film and mud flaps must be fitted on all cars by 1st Jan 2011 (previously due 1st Jan 2012).
Mandatory spill kits in all Multi-Venue Rally Cars is being introduced once a spec is fully identified.*

Road Rally: *Spotlight lens sizes are reduced and all exhaust systems must feature at least 2 boxes – The uses of WRC style handbrake mechanisms are prohibited. 20/20 rallies may now be run to Club Sport permits (no requirement for an MSA licence).*

On the general front the MSA Regional Committee are refining proposals to alter the status (permit) level of events. Rallies Committee are debating the banning on pre-event videos and the reduction in the availability of Organisers Safety Notes as these are considered to be detrimental to the sport (faster speeds, less but bigger crashes....). Finally, our next event is the JLT Tempest in November and we are seeking volunteers to get involved – Contact Barry Guess with your offers of support.

Ypres Historic Rally 25/26th June 2010

With Richard Weaver - The often unknown Top Rally Driver from the Isle of Wight

After a successful trip to Belgium for the Monteberg Sprint 2010, Flat Cap Rallye Sport headed back to Flanders for the Ypres Historic Rally 2010.

The event always takes place during the last weekend of June and is an event that is taken very seriously by the locals - they simply adore rallying! The rally boasts three sections which include the IRC with the likes of Chris Meeke and Freddy Loix battling for top honours. This rally is centred in the main town of Ypres about an hours drive from Calais and just over the Belgian Border.

The Historic rally is what draws our Team though and it includes both an FIA and National section, with entries apportioned equally between the two with around 100 entries available.

These events are based in Boezinge, a small village very near to Ypres, with the Service Area taking place in the main High Street; incidentally the local people embrace the rally and the offer of power / running water / garage space / beer(!) are thrust upon you in typically generous Flemish fashion!

I have produced a timeline of events below, I hope you enjoy reading and I must emphasise that if you have not been to a rally in Belgium as either a spectator or a competitor, then you need to do it!

Monday 21st June

Trusty aggravator, sorry navigator, Duncan Spite and I arrive in Belgium during the afternoon and head to our friend Mia's house. We grab the key to the house from her and head to the local pub, 'The Swan' which is the rally HQ. There we meet with a couple of other crews who have appeared to find out anything new and to collect rally plates, timecards etc.

Meanwhile earlier in the day, I have despatched one of my blokes to go to Kent to grab a gearbox off a mate as we have had last minute trouble with the gearbox.

Tuesday

Duncan starts his 'office work' whilst I go to the Swan.

The nice chap down there, Serge, gives me half of our rally pack as there has been a mess-up. Basically the packs for 288 and 289 have got mixed up and therefore we don't have the rally plates, numbers or the timecards for the event!

We are told it will be sorted out at Scrutineering on Friday, but of course it's just another thing to add to the stress.

We spend the rest of the day out on recce and have decided to just do it in event order and refine the notes we have. This also means we can do the Road Sections in the correct order and so we effectively have done the rally by the end and nothing should come as a surprise.

We manage to do three stages and then repair to the Swan for a beer about 6.

Wednesday

Up at the crack of dawn and out on the stages by 8am.

We knock off 4 more by 11:30 and head off down to Lille (in France) to look at the Mickey Mouse stage that we have to do at Wasquehal. The French government bung the rally 35k euros to have a stage in France. It's not loved by the competitors as it is only 1.69km long and we have to do a 100km round trip to get there and back.

Later in the afternoon we then meet up with the Service Crew who have now arrived in Boezinge with the rally car and van.



That evening at 7pm we have the Shakedown stage, which is a short 4km Special Stage that is put on just for the competitors to have a blast on and make sure everything is good with their cars. It is very popular with spectators and there were several thousand of them lining the stage! You can attack the stage as many times as you like and you just queue up and they set you off at 30-second intervals although it is not timed.

We broke down on our 2nd pass through and I guessed correctly that it was just a loose HT lead from the coil to the dizzy as it fired up again and we got another final run in.

We went to bed and all was well, or so we thought...

Thursday

This was supposed to be a bit of a rest day so Duncan and I went into Ypres to have a coffee followed by a sneaky beer. The guys headed off to check out the 'In Flanders Fields' exhibition which is a huge overview of artefacts, anecdotes and pictures from World War 1 and is obviously very interesting and powerful as they all seemed pretty impressed by it.

Later it was back to rally business and we decided to calibrate the navigator's trip meter for KM as it was still in miles, contrary to the road book. It was then we discovered that we had a problem.

The car just kept cutting out and would not run for more than 5-minutes at a time.

We thought it was fuel to begin with, but it had loads and after a lot of head scratching, we traced it to either a faulty ignition pack or magic eye in the dizzy. Either way the spares I had ordered before the event had arrived without these vital parts and so we didn't have either! Frantic phone calls to various people gleaned success from James Potter, the purveyor of the spare gearbox. He is just off junction 8 on the M20 and with my dad coming to Belgium the following day, a detour was planned.

Friday

We got wind of a local motor sports outlet and a phone call to them at 8am revealed they had the right parts. 208 euros later and we were in business. We fitted it and had the car on the button 20-minutes before we had to go to Scrutineering... Stress!

So with a working car and Scrutineering successfully completed, we headed off to set up our Service Area and generally prepare for the 2 stages later that night.

The Rally - Day 1, Leg 1

We got togged up and ready to leave the Service Area to head up over the Podium at our allotted time and start the event.



More than a little nervous energy in the Service Park but we were soon off through the Village to meet up with the other drivers as we all bunched up before the Start.

When we went to leave Service, the starter motor decided to give trouble and the thing was spinning up, but not throwing the Bendix out! It worked eventually, but with this in the back of my mind I was scared to turn the engine off.

We left the podium and then had a 10-minute service before being refuelled in the designated area just outside.

SS1 Westouter - 6km

As we queued at the arrival control I was frightened to turn the car off so it actually got rather warm. This contributed to a misfire throughout the whole of SS1 and our time was absolute rubbish! Very concerning, but it soon cleared on the Road Section, when the temperature came down



SS2 Mesen Sauvegarde - 15km

We went well and recorded a respectable stage time at 28th fastest out of 55, despite losing the clutch halfway through - we had vowed to go steady on the Friday night, so we were OK for the following day.

Back to Service we discovered that a fitting on the clutch cylinder had vibrated loose and had subsequently been leaking. It was tightened and adjusted by the boys and thankfully all was fine thereafter. The misfire from first stage was now all forgotten too. We lubricated the starter and hoped it would behave the following day.

After the 20 minute service, we went back over the Podium and into Parc Ferme for the night - We had some beers and as it was quite late we hit the sack.

Day 2

We got up at a reasonable hour and despite the action not restarting until after lunch we headed down to service about 11:30 and got the re-start times for Leg 2 from The Swan. We were due out of Parc Ferme at 13:22 and over the Podium at 13:42, followed by another 10-minute Service before we were back out on the road, heading to SS3 Proven.



SS3 Proven - 15km

When we arrived at SS3 there was a delay and a big queue of cars. I never established why we were delayed but we did glean from other drivers that the road was seriously gravelly and the cuts had changed a lot. So we headed in and posted a cautious 29th quickest out of the field.

SS4 Watou - 12km

We got going a bit quicker on this stage, but disaster struck at about 8km's in when we went off the road.

We had a bad note in the pace notes and Dunc called a K -Right which should really have been a 90-Right.

I couldn't make the corner and we jumped a ditch and came to rest in spud field about 10 metres from the road. It was so deep and the soil was so dry it was like being in sand. I was concerned about the dry sump pump touching the roll bar so I made sure that this was OK before I attempted to fire up the engine.

By this time a crowd of about 6 blokes had arrived and between us and them (with the tow rope and general brute force) we managed to get the car to the edge of the field where there was a flat access in and out. The stage closing car came through and we thought we were done for.

However, one of the spectators had a car parked at the house opposite and he pulled us out what remained of the field. We unhooked, fired up and carried on. Amazingly the car was not damaged apart from some wing damage, but obviously being on the Co-drivers side it is also the one I have chosen to sacrifice during previous misdemeanours!

We got to the end of the stage and managed to take a stage maximum and subsequently a penalty.

We then proceeded at warp speed to the start of the next stage, SS5 Kemmell.

Luckily, when we arrived the Course Closing Car still had a Mini in front of it which was yet to leave so we barged in front of the Mini and handed in our Time Card. Fortunately we had only lost 25-minutes due to the spuds and with an available 30 minutes of maximum lateness we were back in the rally!

SS5 Kemmell - 9km

We went through this stage OK, albeit a bit gingerly after the earlier accident, but surprisingly we were still on our pre-accident pace and came 25th.

Service

We arrived back in Service having reported our woes when we went off and the guys checked the car over. All they found was that the wires that fed the trip meter were broken directly off the back of the sensor and could not be repaired.

Other than that, nothing was bent, apart from some bodywork, so we went back out for Leg 3. We had our confidence back now and started to push on a little more, mindful however of how easy it is to go off!



We were determined to finish the event, so whilst we wanted to go quickly we also realised that the chances of a decent finish were over; time to just enjoy the event!

SS8 Heuvelland - 29km

This was 'The Biggie', a really long punishing stage. As with SS6 and SS7 we caught the Porsche in front of us after about 8km and passed him with relative ease.

We then passed the Anglia in front of him and even caught the BMW's dust in front of that. I think we really seem to go well on the longer stages and they suit us when we need to make up time. We were 19th fastest out of 34 and I think this was our best stage and certainly the one I enjoyed the most. We then had the little jaunt down to Lille for the Mickey Mouse stage after a remote refuel.

SS9 Wasquehal - 2km

This was quite funny really, as I put my Autotesting skills to the test! We were 9th and only 8-seconds off the pace of the quickest car! Back to Service and with nothing to do to the car we had a quick bite to eat and put the spots on before heading out for the night stages.

SS10 Proven 2 - 15km

We were backing right off now to ensure we finished as there was nothing to be gained now other than an early bath.

SS11 Watou 2 - 12km

It was properly dark now so again no risks, despite finishing 19th. This is the same stage we went off on earlier and it showed why. The notes went to pot at the same point as earlier and we identified that there must have been a page missing! I knew this event was going to be a steep learning curve!

SS12 Kemmell - 9km

This is in part a reversal of the Monteberg Sprint Stage and we really enjoyed it earlier in the day. With it completed without incident all we needed to now do was return to Boezinge for the Finish Ramp.

We came back to service and then over the Podium at about midnight to a rapturous applause, it was awesome and the atmosphere was electric! We went to Parc Ferme and then proceeded to get a few beers down us until about 3:30am. We were all knackered and as one of the organisers said before the event "Ypres is not a Sprint, it's a marathon". It was so hot in the car it was not true, we were soaked in our race suits and underwear; a bit like wearing thermal long johns and a tailored duvet all day inside of a cooker. I drank 6 litres of water and lost half a stone!

We could not have done it without Russ, Snowy, George, Tony who worked tirelessly in the run up to the event and of course the many other people who moved heaven and earth to make it happen. Thanks to all who helped us complete the rally this year and here is looking forward to the 2011 event.

Richard Weaver



ABINGDON CAR-NIVAL CELEBRATES 14 YEARS OF FUN

When I stood on the main runway at Abingdon Airfield way back in 1996 I had little idea that 14 years later we would still be organising this crazy idea that would become Abingdon Motorsport CAR-nival.

When we started Sutton & Cheam MC and Farnborough District Motor Club invested £200 each to kick-start the event whereas in 2010 it runs to a budget in excess of £50,000 and has raised around £165,000 for the good causes.

SO WHAT IS IT THAT MAKES CAR-NIVAL SO SPECIAL?

If I knew the answer then I would have slapped a patent on it years ago but I think mainly it is the attitude of those that attend. Competitors, Marshals, Organisers and hangers-on just seem to have a spirit which emanates throughout the weekend and when one considers that around 5,000 people play some part or other, that is an astonishing accomplishment. Over the 2 days we estimate that around 12,000 miles of competitive Motorsport takes place over the 4 disciplines. 600 barbeque meals are served by The Friends of Stowford and over 1,000 visitors cars appear at the Honeybottom Lane entrance. The beer man refuses to tell me how many pints are served from the bar but he was as happy as usual this year.

The large screen TV for the England v's USA match came into its own after the bright evening sunshine faded although the normally aspirated 22" colour box supplemented the action quite nicely and the Comedian, East-end comic Tony Fields went down a storm although the Frank Sinatra- style vocals weren't everyone's pint of lager!

This year 200+ boys and girls assisted marshalling and radioing throughout the event and about 2,000 camped out under canvas or in caravans, motor homes or trailers.

Each year I always comment that if you weren't at CAR-nival then you don't know what you missed – 100's actually turn up year after year and say no matter what they wouldn't miss all of the fun. Some simply turn up Friday, set up camp and enjoy the whole experience without taking part in any of the motorised mayhem whilst others tell me it's their one marshalling trip a year.

No matter how or why people come to CAR-nival it's the fact that they come that makes it special – It's all about the spirit!

SO WHO DID WHAT, WHEN AND WHY

Friday 11th June

Although for a few of us CAR-nival actually starts on the Thursday when we transport the 7.5 tonne lorry to Dalton Barracks, the main team start to arrive throughout the Friday. Obviously dependant on availability from work etc, it was great to see a large number of helpers appear by lunchtime and with a great emphasis on pre-planned work tasks, a huge amount of the kit, signage and barrier work was in place by 5pm.

This is a real achievement as it is normally touch and go as to whether everything is done before the 8pm organisers' meal.

Friday night seems to be becoming more and more popular with the over-nighters and by close of play around 200 are set up under canvas or in their tin boxes for the weekend.

Saturday 12th June

3 competitive activities take place at the airfield on the Saturday with the unique 2-Course CAR-nival Sprint entertaining 150 cars on the main runways. This obviously covers the main bulk of the activity and 2010 saw a record 28 TVR's lining up to contest the TVR Car Club Championship. There was a drop in numbers on the Lancia Stratos numbers this year which I suspect was due to the absence of the Stratos Replica Club mainstay Dave Watson who had to remain in Cyprus this year due to pressure of work.

Matt Hillam emerged as a new name on the FTD Trophy for 2010 and it was great to see a Westfield (albeit an SBD Special) claim the Abingdon CAR-nival Sprint Trophy. Well done by the way to S & C MC newcomer and competition virgin Nick Green who took his road-going Subaru Impreza to a creditable class win on the first occasion he had donned the helmet and overalls.



Over on the Eastern part of the cross-runway our friends from Dolphin Motor Club entertained around 50 entries in the CAR-nival AutoSolo which included British Touring Car Driver Paul O'Neil sharing a car with Motorsport News Reporter Dan McCalla (see MN 30th June for report). Andrew Thompson in a



Caterham took overall honours in what is becoming one of the fastest growing Motorsport disciplines in the country.



Meanwhile a third and less exuberant discipline is taking place at the Western end of the cross runway as in amongst all of the small hills and muddy puddles the All-Wheel Drive Club are hosting an off-road trial event.

This bunch of lunatics take their vehicles to impossible angles as they negotiate a course similar to that in a PCT albeit up and down the slopes, drops and climbs of the very technical terrain.

Around 30 vehicles take to the competition which features a growing number of young drivers who hone their skills away from the pressure of a full-blown AWDC event.

By 5pm peace and quiet returns to the South Oxfordshire Airfield and the Team set-about converting the venue to an 88 stage mile event run over 8 stages the next day.

In the Marquee another Touring Car Driver Anthony Reid does the honours as the day's silverware is distributed to the worthy winners and with the competition of Day 1 out of the way, the beer tent, barbeque and social event get into full swing.

BEING SOCIABLE

By now around 2,000 are billeted at the venue and the smell of burgers, bangers and fun fills the air. It was a particularly warm evening and so most are happy to sit either inside or outside the marquee in full anticipation of England's march to World Cup glory – We'll best finish there I think!

After the match London Comedian Tony Fields entertained a couple of hundred happy campers with his routine of quick-fire gags and the odd rendition of a Frank Sinatra favourite.

By midnight everything had fallen silent in eager anticipation of the day to come.

SUNDAY 13th JUNE

The CAR-nival Stages always attracts a great entry and although the starting number fell below the 100 capacity, the quality was at an all time high. A sign of the times is that only 2 WRC cars took the start, one being multi-winners Steve and Yvonne Furzeland. Most money and eyes were on a lad from 'just up the road' in Simon Mauger.

Simon is having a staggeringly successful season in his hi-spec Mk2 Escort and has even shown the way to the odd tarmac specialist in Ireland this season. He led the Loco Stages back in December until a wrong slot put paid to his advantage and he has had some great outings on the National Tarmacadam Championship this year.

The stage rally got underway smack on 9am and as predicted it was Mauger and Furzeland who set the pace, something which became a recurring theme throughout the event.

What wasn't predicted however was Will Nicholls and Nick Broom's accident on SS2 which caused a stoppage and subsequent call to the Emergency Services after Will complained of back soreness. Thankfully he was released later in the day with a soreness where his wallet used to live – The car was a bit of a mess as was the Colonel's new fence!

The rest of the day ran to plan despite an impromptu attempt at a barbeque by John Leigh in his orange 'Cossack' Escort which experienced some under-bonnet flames at the most inaccessible and only grass section of the stage. This caused the loss of SS3 but the Team battled on and managed to

stage all of the remaining tests thus minimalising the loss of mileage to the rest of the field.

As predicted Simon Mauger and Chris Butcher became the 14th winners of the CAR-nival Trophy some 17-seconds clear of The Furzels. Rob Dennis claimed 3rd in his ex-Rob Dennis / Will Nicholls Mk2 (He sold it to Will and then bought it back again).

Hollie Robertson and Lee Whittaker upheld the honour of the Mike Fielding Rallying Scholarship (A free entry in the name of the late Mr Fielding) and took the Subaru Impreza borrowed from 'Uncle' Rob Collard to a superb 23rd overall.

There were a number of top performances from Mutton & Screammers but perhaps I'll let them blow their own trumpets in future magazine articles (now that would be a novelty).

Behind the Trailer Park during the Sunday the all-wet and dirty boys held their 2nd day of fun in amongst the mud and splosh of the advanced off-road course and their report simply states 'A great time had by all!'

By 7pm the whole airfield fell ominously quiet with almost everyone having departed. The clean up crews had done a fantastic job collecting all the kit including the 750 road cones, 60 barriers and 200 pallets. All they needed was another 15 minutes to complete the job but someone upstairs decided that too much fun had taken place in Oxfordshire that day. The rain started, then the rain got worse, then the torrential downpour and eventually the thunder so it was declared 'Game Over' and the remaining kit cleared on Monday morning.

CONCLUSION

Abingdon Motorsport CAR-nival is a stupid idea really, 4 disciplines of Motorsport, 5 different competitions, around 5,000 people and a big helping of hard work. It works however, mainly due to the Abingdon Spirit and the only regret is that more people don't get involved. Competing, marshalling, helping set it up or just coming along on Sunday to help clean up the mess are all great fun – What a shame some choose to stay at home and vegetate!

Barry Guess

The Cycle of Life, the Wheel of Fortune

Local business man to take part in Tour des Trees, US cross-country charity cycling tour

Motor Club member, local businessman and dedicated Arboricultural Specialist, Mike Connick of Connick Tree Care, Reigate, is set to take on the challenge of a life time, partaking in the world renowned Tour des Trees.

Tour des Trees is a cross-country cycling tour now in its 18th year, the Tour des Trees has become the signature fundraising event of the TREE Fund, and America's largest fundraising event for tree research and education.

Connick Tree Care believes in the preservation and maintenance of trees, they are a sensitive business that takes their responsibilities to the environment seriously. They have strict environmental policies that the company adhere to at all times and in 2009 they achieved the ISO 14001 environmental management certificate, one of only a handful of companies to do so.



The 2010 STIHL Tour des Trees will launch from Chicago's beautiful Millennium Park on July 18 and travel westward to the Mississippi River and Iowa before looping back toward the Chicago area over 500 miles in total. The Tour then concludes with a 30-mile "Ride for Research" through Chicago's western suburbs and a grand entrance into the Morton Arboretum during the International Society of Arboriculture's International Tree Climbing Championship on July 24th.

Entrants prove their dedication to the cause by committing to raise a minimum of £3,500. Mike Connick, Director of Connick Tree Care says: *“I started CTC because I am passionate about trees, many people think that tree surgeons simply cut down trees but this isn’t the case. We care for and preserve trees where possible. Tour des Trees is the biggest fundraising event for tree research and education.”* Connick continues: *“It is a long distance to cycle and I am currently in training but I cannot wait to get out there and participate. I know it may seem mad to go all the way to America just for a charity cycle ride but I wanted to be part of this major event and to help make a real difference, I want to show that I, and all at Connick Tree Care, take the preservation of trees seriously.”*

And, Mike is getting support from another local business man, Bill Hill of Hill & Co Rugs, Chessington. Sourcing their products from the highest quality producers in India and Nepal, resulted in Bill firstly doing local charitable work in India (to ensure that their rugs are never made by children), and led him to sponsor a local school and then tree planting initiatives, which is how he got involved with Connick Tree Care. Bill is not only sponsoring Mike’s attempt but is also acting as his Trainer, something which both gentlemen see has a humorous side. Hill says; *“I may not look like your typical Trainer but I am a bit like a Sergeant Major, I push Mike really hard. After getting involved with tree planting work in India I wanted to expand further the work I do for my new found passion, trees, that’s how I got involved with Mikes fundraising for Tour des Trees.”*

To find out more or to sponsor Mike go to www.connicktreecare.co.uk

SUTTON & CHEAM MOTOR CLUB
(In Association with the ACSMC)

Present

RALLY TALK

At Puttenham Golf Club, Near Guildford, Surrey

Monday 27th September 2010 at 8:30pm

A opportunity and open forum to discuss the future of rallying at Clubman level, together with expert opinion and input from some of the region’s leading-lights in organisation, competition and car preparation.

From highs in Norfolk to great heights in Pikes Peak

(Mainland's Manic Diary)

June was a busy month. I covered the Lotus Festival at Snetterton and Pikes Peak Hillclimb for Vintage Motorsport magazine. Two very different but very special events.

The Lotus Festival

I had been introduced to Clive Chapman (Colin's son) and Classic Team Lotus at the Goodwood Revival last year by a friend and ended up taking some pictures for them which got me the invite to Snetterton. The highlight of the event was a gathering of one of every Lotus F1 car. The current car, on its way to Valencia to start Lotus's 500th GP, would also be demonstrated on track and there were rumours that the Jim Clark, Indy-winning car would appear. Unfortunately, the rumours turned out to be untrue because Ford wanted the first public appearance to be at the Goodwood Festival of Speed.



Kovaleinen cocks the wheel at Hethel

Despite being mid June, the weather was decidedly cold but thankfully dry.

After the static photo-shoot of the assembled F1 cars, there were a series of track demonstrations starting with Jarno Trulli in the current T127 Cosworth. That was impressive enough, but for me the real highlight was seeing Trulli in an ex-Fittipaldi 72

and Kovaleinen in an ex-Andretti 77 chasing each other around the track. Two old DFV's definitely sound better than one modern Cosworth to me!

As a precursor to the Festival I had also been invited to Hethel to watch Kovaleinen drive an ex-Clark Lotus 25, ex-Hill 49 and the ex-Andretti 77 (for the July edition of F1Racing magazine). To listen to him talking about being in F1 made me realise just how fit you need to be; F1 cars are extremely rigid and violent these days and he talked about having to squint to see on bumpy circuits like Monaco.

The icing on the cake, thanks to the Lotus PR Department, was being driven by him round Hethel in a new Lotus Evora which was just incredible. He was really driving the door handles off it and we got so sideways at one point under heavy braking that, after a couple of unsuccessful tugs, he just let the steering wheel go momentarily so the car could sort itself out – I've only ever seen Walter Rohrl do that on a DVD.

Also impressive was his transition from flat out to hard on the brakes for the chicane at the end of the straight - I have never felt that sort of braking force in a car before.



Truli and Kovaleinen at Snetterton

Pikes Peak

The day after Snetterton, Angelica and I flew to Colorado Springs for her to Navigate for Doug Mockett in the Pikes Peak International Hillclimb. This was Doug and Angelica's third time on 'The Mountain' and they wanted to win the class again after being beaten into second place last year. Doug had found some new dirt oval Hoosier tyres for the Oldsmobile that were supposed to do a better job of putting the +600bhp down on the gravel sections than the Toyos he had been using.

Practice takes place between 0530 and 0800 in the morning on the Wednesday, Thursday and Friday of race week as they split the course into three sections.



06:00 on The Mountain

Qualifying times are taken from the bottom (tarmac) section of the Mountain. There were 25 cars in the 'Vintage' class, including local experts Keith Davidson (Ford Falcon) and Bob Hill (Mustang) and Doug and Angie emerged quickest. However, the pressure was still on as they had done the same last year only to lose to Davidson on race day.

Like last year, Vintage was the first class on race day so Doug and Angie were first up the Mountain – after Andretti Junior in the single Porsche Panamera Safety Car. Last year a brainless spectator had caused them a bit of a scare wandering out in front of the car but no such dramas this year and they got safely to the top in a class record-breaking 1t 3m05secs. The time turned out to be good enough to win the class as well and to win Team Mockett the Race Director's Trophy for best team.

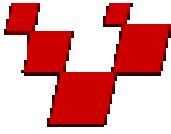
In the overall race, Monster Tajima remained 'King of the Mountain' but failed to break the 10 minute barrier due to a puncture despite there being one more mile of tarmac at

the finish. The plans remain in place for the complete course to be paved by the 2012 'Race to the Clouds'. Ah well, better get back to reality and a quieter July.

First away on Race Day



The Fast & The Furious at Pikes Peak



CLUB RACE DAY

Brands Hatch

It is hoped to organise another TEAM TEMPEST Race Day visit to Brands Hatch in September and we need to hear from Club Members who may be interested.



11th September
***HISTORIC SPORTS CAR
CHAMPIONSHIP***

Vehicles from a bygone era will flock to Brands Hatch on Saturday as the Historic Sports Car Club (HSCC) comes to the Kent circuit for a day of nostalgic racing.

The HSCC has been competing at Brands Hatch for over 40 years and its September visit will cater to fans of all types of historic racing with single seaters, sports car and classic touring cars taking to the track.

Series competing include Historic F5000 and F2, the HSCC Guards Trophy plus the HSCC Classic Formula 3 Championship, HSCC Historic Touring Car Championship and the 70s Road Sports Championship

The day incorporates exclusive use of a Corporate Box on the Start Line together with free tea and coffee all day.

Dependant on numbers it may also include food.

Tickets are also free for the first 30 people so it's worth getting your name down early

**Contact Karam Dhala on
k.dhala@oatlandsparkhotel.com**

or Tel: 020 8949 3068

Mark II Motorsport

Report 2010 – no.3

The Trinity Hyundai Rally of the Midlands, Hinckley, 18th/19th June 2010

Stages: 19 – Starters: 100 – Finishers: 52

After the somewhat frustrating Monteberg Rally Sprint, Mark II Motorsport headed off to the 4th round of the REIS MSA National Asphalt Championship looking for a decent result in an event they had won in 2009.

However, in 2010, The Trinity Hyundai Rally of the Midlands would be a much tougher proposition, with the big boys of the Open Championship taking part in all singing, all dancing World Rally Cars!

Fortunately, Geo Preparations had located the problem with the car which saw a loss of power in Belgium – a faulty turbo – and the necessary repairs had been carried out to ensure the car would be in good fettle.

“Somewhat differently to last year, we are up against the very best exponents of asphalt competition in the UK this time around” said Team Driver Mark Welch, *“A top ten finish would be a great result against this array of WRC machinery. These boys pay more for their engines than our whole car is worth”!*

The WRC machinery in question comprised of Championship leader, John Stone in a Skoda Fabia WRC, Damien Cole in a 2005 works Focus, Peter Lloyd in a brand new Subaru Impreza WRC S14, Michael O’Brien in another Focus WRC, Gary Nuttall in a Hyundai Accent WRC and Ian Joel in an Escort WRC.

And that was not the end of the sternest competition Mark II had come up against for many years – there were some super-fast 2 wheel drive Escorts and Peugeot kit cars too, lightweight and well-suited to the quick stages on offer that included MIRA (the Motor Industry Research Association) Test Track, Mallory Park Race Circuit and the picturesque Arbury Hall.



The 2-day event started from the Centre of Nuneaton on Friday evening and the action came thick and fast with 2 stages at Arbury Hall, a new setting for the rally and then on to the incredibly tricky Bramcote Barracks, the Argents Mead stage around the Hinckley Council Office compound and then 2 runs at Mallory Park race track to conclude day1.

As last year's winners and a little controversially, Welch, co-driven again by Helen Thompson, led the field away from the Ceremonial Start in Hinckley Town Hall as Car 1.

Lloyd was at 2, Cole 3, Stone 4 and the talented Simon Mauger in his 2wd Escort at 5.

Rain had fallen heavily just before the off, and many crews decided to start on wet tyres. Mark II gambled on soft / intermediate rubber and this turned out to be a very good choice. 9th fastest on stage one and 6th on stage 2 saw the team well inside the Top 10.

Their pace in fact improved over the remainder of Friday's stages and much to the team's delight, 5th place at the overnight halt was a great reward for some solid driving. It hadn't all been plain sailing, a big jump at Arbury knocked the Cosworth out of gear losing precious seconds but they were in one piece and ahead of some exotic cars at one third distance.



The results at this point were:

1. Mauger – MkII Escort – 13:26
2. Cole – Ford Focus WRC – 13:35
3. Stone – Skoda Fabia WRC – 13:50
4. Leonard – MkII Escort – 13:52
5. Welch – Ford Escort Cosworth – 14:05
6. Nuttall – Hyundai Accent WRC – 14:08
7. West – Peugeot S2000 Kit Car – 14:10
8. Marshall – Mitsubishi Evo 6 – 14:15
9. Lloyd – Impreza WRC S14 – 14:19
10. O'Brien – Ford Focus WRC – 14:22

Saturday started early, very early for some of the crews including Mark II who had been woken in the night when a full scale fire evacuation took place at the hotel they were staying in. We were not amused...!

The first two stages were repeat runs through Arbury Hall – no high flying this time but a slip down to 6th as Nuttall, in his more powerful Hyundai nipped ahead.

It was then on to the daunting 15 mile stage at MIRA test track.

This was a big test for the Team as with something like 200 gear-changes the venerable Escort Cosworth with its conventional “H” pattern gearbox would give away a stack of time to all the cars around it with their sequential “flappy-paddle” systems which means that gears can be changed without easing off the throttle (the system is also known as “flat change”).

Despite the obvious handicap, the blue Cosworth ended the stage with 4th fastest time getting ahead of Leonard and snapping at the heels of 4th placed Stone!



Some excellent pacenotes called by Helen kept Welch on course whilst other crews struggled with and subsequently bemoaned stage layout – no such whinging from a very happy car 1!

Another loop of stages taking in Mallory Park and Bramcote Barracks saw plenty of high-speed action including wheel-to-wheel racing as one crew would be on the second lap of the stage whilst another would on its first.



Welch took some satisfaction in showing Cole a clean rear bumper here as despite the obvious advantages of the Focus, the Cosworth couldn't be caught!

There was drama during the second visit to MIRA as Chris Marshall crashed his Mitsubishi heavily blocking the stage.

With 3 stages left, including the final "sting"

of another 15-mile dash through MIRA, the event was headed by Cole from Stone,

Mauger 3rd, Nuttall 4th and Welch 5th but he was coming under pressure from O'Brien's Focus, just 3-seconds behind in 6th.

2 strong times through the Barracks gave Mark II a small breather, taking 1-second back from O'Brien and closing in on Nuttall by further 5-seconds.

However, one more go at MIRA would surely see the white Focus overhaul the Cosworth, wouldn't it?

Well no was the answer as superb note work from Helen and some aggressive driving by Welch ensured that not only did Mark II stay ahead of O'Brien's Focus by 10-seconds but also closed the gap on Nuttall by 21-seconds and a very satisfying 4th fastest stage time. Despite the overall rankings remaining the same, this, considering the competition, was on balance probably the Team's best result in a quite a few years!!



A very happy crew crossed the finish in Nuneaton – no champagne this year BUT 5th overall, 2nd in class and best mixed crew were the fruits of their efforts.

A delighted Helen Thompson told local radio Fox FM that *“this was a tremendous result against superior machinery. It has been a thoroughly enjoyable event and I always had every confidence in the driver”*. If only she knew.....

The team is now contemplating what event to do next, but with some big ticket items already replaced on the car earlier in the season, there is pressure on the budget.

More news soon.

Mark II Motorsport would like to thank all of its sponsors, the service crew of Bruce, Dan and Jeremy as well as the fantastic support and pictures from Mark and Bryan at www.rallygallery.com.

LCAMC wound up

For many years, the London Counties Association of Motor Clubs (LCAMC) provided valuable services to support the clubs in its area. These clubs are now represented by adjoining Regional Associations and the LCAMC has been unable to fill vacant officer posts or to otherwise revitalise the association.

Consequently, the LCAMC was formally disbanded at an Extraordinary General Meeting last month and the remaining funds were distributed to charities, including the Motorsport Safety Fund.

Situations vacant

As detailed in the April issue of *e-Wheels*, the MSA is seeking nominations to fill vacancies on its Specialist Committees. Applications must be received before the end of July 2010. Please submit a brief outline of your motor sport involvement and achievements to the sponsoring MSA-registered club or Regional Association, together with your name, address, contact details and any relevant qualifications. The club or association will forward the application to Andrea Wren at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG.

Closed roads lobby

At the time of writing, more than 3,600 people had signed a petition indicating their support for motor sport events on closed roads. To add your name, go to www.petition.co.uk/msa

Essex success for Dhala

Sutton & Cheam Motor Club Committee Member Karam Dhala scored his best result to date when he took his ex-Sydney Meeke Corsa 4 x 4 to 4th overall on the recent Essex Charity Stages.

Spotlight goes electronic

Your favourite motor club magazine is going electronic from this edition forward and we want to hear from members who wish to receive it via email (pdf).

This will help us reduce costs whilst providing you with a high-resolution version which if downloaded can be kept for reference at any time.

If you don't wish to take up valuable computer space or can't face the dial-up download time, we can simply let you know as and when it will become available on the club website at www.scmc.co.uk

Ypres Historic

In addition to Richard Weavers' exploits on the Ypres Historic National event, Sutton & Cheam MC had other members taking part in the FIA International event with Gordon Cameron / Sheila Grimshaw finishing 28th overall / 1st in Class B2 whilst Steve Smith claimed a superb 6th overall in the Triumph TR7 V8.

