



**Merry Christmas & Happy New Year  
to all club members and readers**

**Club Magazine**

**December 2015**

## Events Calendar: Jan – May 2016

<b>23/24Jan</b>	<b>Brean Single Venue Stages</b>	<b>Club Rallysport West</b>
<b>31 Jan</b>	<b>Brands Hatch Stages</b>	<b>CMC/JELF</b>
<b>6 Feb</b>	<b>Marshals Training Day</b>	<b>AEMC/Clive Grounds</b>
<b>7 Feb</b>	<b>Multi use single venue stages</b>	<b>Derbyshire MC</b>
<b>6 Mar</b>	<b>Donington Stage Rally</b>	<b>Dukeries MC/JELF</b>
<b>13 Mar</b>	<b>South Downs Stages</b>	<b>SS&amp;BRMCs/ JELF</b>
<b>13 Mar</b>	<b>North Weald Sprint</b>	<b>B19MC/AEMC</b>
<b>20 Mar</b>	<b>Rockingham Sprint</b>	<b>BARC mids/AEMC</b>
<b>27 Mar</b>	<b>North Weald Sprint</b>	<b>7Oaks DMC/ AEMC</b>
<b>17 Apr</b>	<b>Blyton Park Sprint</b>	<b>MXDA/AEMC</b>
<b>23 Apr</b>	<b>MIRA single venue stages</b>	<b>QuintonMC/JELF</b>
<b>24 Apr</b>	<b>North Weald Sprint</b>	<b>HCC/GBMC/AEMC</b>
<b>24 Apr</b>	<b>Javalin's Jumbo Targa</b>	<b>CMC</b>
<b>1 May</b>	<b>MIDDLEWICK STAGES</b>	<b>WACGBMC/JELF</b>
<b>1 May</b>	<b>Lotus Hethel Sprint</b>	<b>B19MC/AEMC</b>
<b>8 May</b>	<b>Debden Sprint</b>	<b>HA&amp;AC/AEMC</b>
<b>15 May</b>	<b>Blyton Park Sprint</b>	<b>MXDA/AEMC</b>
<b>21/22May</b>	<b>Snetterton Sprint</b>	<b>B19MC/AEMC</b>
<b>22 May</b>	<b>Targa Single Venue Rally</b>	<b>WACGBMC/AMSC</b>
<b>22 Aug</b>	<b>Targa Single Venuw Rally</b>	<b>WACGBMC/AMSC</b>
<b>10/11 Sept</b>	<b>WACGBMC Autocross</b>	<b>WAC/GBMC</b>

## Chairmans Chat

Another year is slipping away, and Christmas is approaching. The Club has had a successful year running Single Venue Stages, Sprint, Targa, and Autocross with our friends from GBMC, (*and hopefully again in 2016, fingers crossed – ED*) and I would like to thank all of those involved for their time and efforts. At the time of writing, we are a week away from the Annual Dinner and Dance at the Chichester, and I feel that this could be the last one, as the usual near Capacity event, looks like 22 party goers, and a loss to the Club. Fortunately, we can cover this through the success of our other competitive events. I have to admit to being a little out of touch this year, what with Work, Grandchildren, and still competing myself. But Phil Clark has had a very successful year, assisted by Stanley Graham, flying the WAC Flag around the UK forests and Stuart Kingham has been doing Sprints, Targas and a Stage Rally or two, and I apologise to ALL of the others I will have forgotten. (Its my age, honest).

Personally, it has been a year to forget;

Morslede Rallysprint - Half of us were hit by a stomach bug halfway through the event / Monteberg Rallysprint - When I left the Service Area on slicks, Sun, Stage Start heavy rain, every time / ORC Rally - Car died at SS1, could not trace the electrical fault. Retired / Rallye Haute Senne - Flew on jump, on You tube, broke the engine mounts, later power steering loosened, and sprayed under the bonnet atomised fluid, and a fire. Retired again / Aarova Rally Sprint - Power steering belt shredded about a mile in SS1, but we were not last after losing nearly 3 minutes and finally the

Hemicuda Rally - Good event running well, everything working including Teresa and I. Stage 13 (?) took the jump across the crossroads in 5<sup>th</sup>, and landed heavy, into the series of bends, and flat in 4<sup>th</sup> on a left hander, the rear stepped out, and I could not catch it, ditch, fence, hedge, field, ditch, fence, stopping 20 metres on. Both of us were ok, but the car was on fire. Expensive, but Richards well filled extinguishers finally put it out, though we could not open the bonnet. We have just caused all of that damage to the property, and the Lady, who was spectating with her family, walks over and says in English. “Are you both ok, would you like a Beer or a drink of water?”

That was my year, plus the birth of my Grandaughter Freya in February to Josie and Karl, plus Daniel born in August to Robbie and Dan.

I would also like to thank the members of Penguin Racing. Teresa, Ian, Mike Tony, Josie, Karl, not forgetting Liz. (*you won't get any dinner if you had – ED*)

So what will 2016 have for all of us? I hope all of you and your Families have a Merry Christmas and as Happy and Successful year.

Allan

## NEWS

### **Wickford Auto Club AGM Monday 4<sup>th</sup> January at 8.00 pm at The Prince of Wales Woodham Road Stow Maries. CM3 6SA**

Another Multi Venue Event disappears from our calendar No more Tempest Stages, the organising team recently made the announcement that after 28 years of struggling to make it work its over. Fresh blood injected into the organising team regularly is critical as you need fresh thought as you plan an event that only comes utilising the skills acquired through experience and others willing to give their time. The availability of venues and the willingness of landowners to let us use the tracks and roads in the Aldershot area has been amazing but times are a changing the pressure by the outside world is causing some big rethinks by MoD. Barry Guess at Sutton & Cheam he's been at the helm of the Tempest Team driving forward and making it happen and well done to Barry and the team. But as we know the evolution of The Zero 6, to The Ketterin Stages, to the Essex Charity Stages took lots of blood sweat and tears and determination until we finally cried enough and pulled the plug

In 2016 we are planning to join forces again with GBMC and run several events. Two Targa Single Venue Rallies (if you haven't marshalled on one of these or competed on one YOU MUST TAKE A LOOK they are FAB). There is a AEMC championship dedicated to Single Venue Targa Rallies, the first event in the championship took place at Wethersfield recently and had 70 ! yes 70 entries. This is a grass roots event without the need to buy new seats/seat belts/crash helmets and overalls every few years and the entry fees are around £50 and lots of fun ☺ The Middlewick Single Venue Stages (a round of the Jelf Motorsport Stage Rally championship) and a 2 day Auto X (a round of the Southern and Home Counties Auto X championship) dates can be confirmed in the Events Calendar to be found on page 2 of this quarterly Magazine. We need you to support these events and either enter, marshal or join the team and get your hands dirty helping set up, run and clear up, or whatever you can find the time to do.

## Carlos Fandango's Autocross Diaries for 2015

**APRIL:** Good God, its not April already, but wait, I have an AutoX car thats ready to run after last season, haha. Torbay M Cs weekend event here we come, haven't managed to start a season with the first event for a few years so this makes a change!! Many hours later, great venue, very green grass, a good turnout of competitors, whats not to like. Saxo off to a good start, no issues with the car all weekend, driver a bit sluggish, bagged 57 points out of 60 so a solid start as they say. Great pub in the village, really good food and ale and only a ten minute walk away, perfecto!

**MAY:** Weston super Mare Sandocross cancelled due to lack of entries, completely unheard of before as normally 40 or so entered. The difference being that it was due to be a two day event for the first time and whilst the tide was prepared to co-operate it seems that instead of one big entry day it turned into two half entry days so no racing. What a b\*\*\*\*r ! always good to race on the sand, I know it takes it out of the car but what better than the sea on one side and the dunes with the locals watching our antics on the other. Never mind! Next is North Devon but 340 miles away and track is usually water looged so decide to use this one as one of my "dropped scores". In hindsight this may have proven to be a mistake!!

**JUNE:** Flaming June, mmmm, South Hams M Cs event, another long trip down the M4 and M5 but got there late afternoon to find the weather very June! Beautiful spot, rolling pastureland and a warm evening just right for burning some food on the barb, washed down with a much deserved gin and tonic or two, Lewis Hamiltons favourite I believe! *(just don't try driving a Zonda afterwards – ED)*

A mixed bag though re the points, managed 55 out of 60 so okay, but only okay, but good to keep the points ticking over, never a bad thing. Saxo still reliable and no major probbies.

**JULY:** On hols so gave it a miss, mind you Italy was very pleasing!!

**AUGUST:** Southsea M Cs weekend bash, only 4 hours away so just down the road this one! They always lay on a good weekend and this was no exception, plus the gaffer joined me for the weekend so tea and coffee was duly laid on and general words of encouragement muttered, at least I think that's what they were. A good Saturday, maximum 30 points and as is often the case, a bit of a kick in the doo-dah on the Sunday, a holed gearbox in the last and fastest race, so only 27 points, but still 57 on the board so not too bad. A good social Saturday evening with a bbq with wine and ale laid on, very civilised. A reasonable number of competitors too, I have to say that so far the entries in my class (A1 Production Class) have been strong at each event.

Onwards and upwards with a new car, I was offered a prepped Honda Civic vtec so I went for it. A good move, more powerful and much better into the corners as it is slightly wider and longer, a bit like my old Astra. And its first

outing at Witney M Cs Bank Holiday event, the first day was dry and considering that I was new to the car it went very well and got a maximum 30 points but more importantly it felt like

I'd been in the car for years, good feel to it. The Sunday was foul, rain, rain and more rain but secured another 30, my first weekend maximum, very encouraging as the points are racking up well now.

**SEPTEMBER:** Our home event and thankfully we got enough entries to just about make it viable, so pleased as it keeps the clubs event on the map so to speak and I know that the other competitors enjoy the venue, thanks to the club members who turned out to make it a success. This time I had an extra driver, Stephs daughter Rosie, who has been really keen to have a go at AutoX for a while (with a tad of encouragement from me!). Anyway it all went well, she got faster and more confident as the weekend went on ending up winning the Ladies trophy having beaten two other "seasoned" women racers so we were very proud of her especially as she remained on the track and never hit a penalty marker all weekend and only 10 seconds behind you know who! I managed a full 60 points again so now looking good re the class and the overall championship positions, car intact. A couple of weeks on and a long trip down to Tenby in Wales for the inaugural Tenby M Cs AutoX, good to wave the flag for us Easterners! And the flags waved all weekend, windy but no rain and sunny which for Pembrokeshire must be a first!! Again held up well with plenty of competition in my class and worth the trek down as marked another 60 on the board. With my dropped scores already accounted for it looked like I could be in with a top three shout and class A1 was in the bag already.

**OCTOBER:** The final event of the year which was being held at Torbay Motor Clubs venue, a different venue but the same club that we started the season with back in April. This time it was on a stubble field which was huge by autocross standards (*what bigger than ours – ED*), great track as it meant the cars could go at a good lick and they did!! The Honda maxed on the Saturday and Sundays first race was my fastest which was just as well as the exhaust parted company during the next two races but I managed to win the class with the first race time. Another 60 which gave me 4th overall in the championship which I was delighted about as this has been my first reasonably full season for some time.

The final top standings were very close, with dropped scores being taken into account, three racers got 360 maximums and I got 355 in 4th place having dropped 5 points all season. Perhaps those North Devon events should have been raced and perhaps I may have won the overall, who knows, hindsight is marvellous and in any case I have thoroughly enjoyed my year and I know that Rosie is joining me for more events next season so it will hopefully be an interesting 2016. (*well done Carlos – ED*)

Please come out and autocross next season, if only for our club event, we had a few rally cars out at this years event as they can run singly if desired to avoid damage, so feel free to enter as numbers were a bit tight at Much Hadham

My best wishes to all the club members for Christmas and the New Year

### **More Tales of the Unexpected from Ash**

October saw myself and Sam Fordham competing on our last rally of 2015 which was the 75th running of the Cambrian Rally in North Wales.

We had hire a forest spec 1976 Ford mk2 Escort for this event, we used it on the Nicky Grist Stages and really enjoyed it and the car handled and went really well giving us 57th Overall and 8th in class for 180 starters! I was very rusty on that event having not been in RWD car for 3 years and about the same not being on Gravel! We slowly built up our speed and were working well together and putting some top 40 stages times in at the end!

*(just for background – ED)* the Cambrian was the last event Dad ( Tudor ) and I did together and it didn't start well therefore didn't end well, we left the road in 5th gear and disappeared from view down a fire break in the trees! So that ended our partnership in rallying!

So 2015 I had to get further than 5 miles into SS1, we did push sensibly through the stage but was very hard to get a rhythm going as it was technical, bumpy and very slippery! We picked up some sidewall damage on the rear left tyre but didn't delay us so must have happened near the end of the stage! Was changed in Aux Service and carried on!



Stage 3 and 4 were much better and following and got up to 5<sup>th</sup> gear a few times

Cortinas, Lotus Sunbeams, Datsun 240Z, Corolla, MGB, Midget & a smattering of Land Rovers.

but I still don't have the balls to keep it on through the fast stuff, also bearing in mind in a hire car etc.! We were sitting well within the top 1/3 of the rally at midway service, changed the rear tyres and headed back out for the same loop, took a wrong slot on the road section but managed to book in for SS5 without collecting any penalties using 14 of our 15 minutes lateness! Same again bumpy and twisty so again drove sensibly and really enjoyed the quick stages 2nd run, bit of a moment dropping off the road flat in 4th bounced out of one side across into the other ditch but kept it on and got away with it! Escort running ahead rolled end over end in that place! We were lucky! Had one spin on a late call from Sam but didn't lose too much time! Final stage was round the Great Orme on Tarmac, Sam loved it Dad was out there waving his cap as we flew by! I really enjoyed it we had put tarmac tyres on in Aux service so was nice to drive it hard on the Tarmac! Finished 46th Overall and 6th in class, 188 starters and 19 in class! Anyone got a nice Forest Mk2 For Sale?? Or know of one tucked away in a barn? (not joking)

### **September 2015 Wethersfield Stages**

Well a new partnership with Vince Hawtree in the navigator's seat of the Fiesta and an enjoyable one to boot. I asked to be the last car in the field so I don't get in the way of others as this was only my second event as a Stage Rally Driver since 1976 ( what have I been doing for all these years)

Car 49 however when you carefully looked at the entry there were quite a few gaps shame as CMC put on 6 very enjoyable stages of 2 laps of Wethersfield Airfield which on paper should have favoured the 4 wheel turbo cars not the case as you could see by the stage times.

The car has had some upgrades in the brake department since we were last out however the pilot hasn't for various reasons .Vince was on the diagrams and concise comments came from the left hand seat and I was listening to him.

Stage 1 was interesting as I made a big error picking my line within the confines of the Bomb Dump a big hole on a kink resulted in the biggest

180 I have ever had just missing some serious impact with the munition stores and guard railing some 90- 120 seconds lost being on the grass trying to start the car. So after apologies to my mate in the other seat I got my head into gear for the rest of the day and we cracked on with 5<sup>th</sup> in class and 21<sup>st</sup> overall .Had a great dice with David Lobb who encouraged me to get in the top 20, apologies David, would have been, but for not keeping it smooth earlier in the day.

Nice to see a 1400cc car Class A Finish second overall on the event shows that if you can drive well you can be an EVO or Scoobie eater. Sorry no pictures as MOD at Wethersfield have a NO photo or DVD policy currently in place; however we didn't see either a U2 Spy Plane or the SAS practising in public

Stuart Kingham

### **Fleming's Flannel**

It's been a long, long while since I 'penned' anything for the newsletter (*it must be its now called a magazine-Ed*) Football has pretty much taken over from motorsport these days, whether in the form of Boys football (both of ours play in Sunday leagues) or watching Southend United ('*come on you Blues*') -lame excuse I know!

Apart from the occasional, actually annual, link up with Mr Hunt helping to set up for the Auto X at Much Hadham, I haven't been involved either helping, spectating & definitely not competing for ages.

Many years ago (yes, oh dear, it's reminiscing time!) back in the early 1980's I used take the RAC week off every year & follow it around the country. This was before it become only a 2 day event in Wales, when it visited Scotland, Lake District, Kielder, North Yorkshire plus various Stately Homes dotted around here & there, and of course, Wales. If I remember correctly, it was 4 nights/5 days & stages were mostly 'secret' apart from the stately homes & a few forest stages. But what a great era it was to be watching rallying with the likes of Mikkola, Vatanan in their Escorts, the birth of 4WD cars, TR8's, 6R4's, Group B – fantastic! Most of the time, I'd pair up with my mate Tim from 'oop norf' , and after an evening staring at maps (remember them?) we'd have a route planned out; quite

often in the early days this involved well over a 1000 miles & kipping in the car - until night-time stages disappeared & we got soft & started B&B'ing. For a few years I managed to get details (map refs etc) of the 'secret' stages which meant we'd turn up at silly o'clock at some place in the wilderness & apart from marshals there'd be hardly anyone about. However it soon became a nightmare when rallying became a victim of its own success. The RAC got shorter with only long queues getting in & out of daytime only stages making the chance to see

more than a few stages very difficult so eventually after a run of 15 years or more we packed in our little annual adventure. I still keep in touch with Tim and we meet up from time to time either 'darn sarf' or at his place near the Yorkshire Dales. We were chatting on the phone recently about the 'old days' & rather than just meet up for a few beers decided to check out what events were running in his part of the world. We came across the Trackrod rally comprising both the Historic Cup & Rally Yorkshire (including more up to date machinery). We weren't sure what to expect but sent off for the rally guide which included some privilege parking passes & spectator passes. Memories of huge queues & remote parking were still strong but after an overnight at Tim's & a very nice breakfast (thanks Mrs Tim) we headed off to Scarborough (after dumping my car en-route) to check in to the B&B we'd booked. The event was based around Thirsk, and the Historics started off with a couple of night stages on the Friday (Dalby plus 1 other) & then Saturday saw both Historics & non-Historic repeating Friday's stages plus some other traditional North Yorkshire stages. We opted to see Dalby ('famous' Woodyard area) on Friday evening & Cropton forest on Saturday. We were fully expecting long queues & long walks so got to the Dalby area a couple of hours before 1<sup>st</sup> car was due. What a surprise; we were directed up forest drive to roadside parking less than 200 yards from the stage, apart from marshals & burger van there were probably around 10 spectators - they even had a commentary running. As time went on a few more people appeared but by the time the stage was up & running there were still less than 100 specics - very strange. The sights, sounds & smells (Castrol I mean, not the burgers) were very familiar; mainly mk1 & 2 Escorts but a variety of others: Cortinas, Lotus Sunbeams, Datsun 240Z, Corolla, MGB, Midget & a smattering of Land Rovers.



It was even dry & not particularly cold. *“Must be because it’s only historics/people are still at work/they’ve gone to other stage’* we thought and *‘it’ll be different in the morning”* Getting out of the stage was really easy & we headed back to Scarborough (lovely resort incidentally, really well kept, clean, friendly & worth a visit (that’s the Travel Advisor bit over with I & pondered about the lack of spectators. over a few beers. Surprisingly, next morning was the pretty much the same a, few more people about but nothing compared to the old days and we found a great spot on a downhill right kink in the middle of Cropton to watch both events come through in the morning.

There was some potent machinery on the main event, Fiesta WRC’s DS3’s, Scooby’s Evo’s, Mk1’s/Mk2’s, even a 6R4 to bringing back memories of Messrs Pond & Wilson. A short stroll back to the car for lunch (how civilised) was followed by a repeat performance in the afternoon. Excellent entertainment.



After picking up my car, we went our separate ways, however my return trip to Essex & the routine of Sunday morning football was a bit fraught; a hose around the back of the engine sprung a leak so I ‘hopped’ back, stopping every 40 miles or so as the temperature gauge rose, to top up the coolant. So a great time was had, although why rally spectating has lost its appeal remains a bit of a mystery but shhhhsh!!, I might want to go back next year (assuming I can get an overnight pass again from Mrs F.) All the best, take care Steve

## Latest News from Jelf Motorsport Stage Rally Championship 2015

The Wethersfield Stages had a relatively small entry but was thoroughly enjoyed by all present and it was good to see a 1400cc car 2nd overall and a 1600cc 3rd overall. The main highlights from the championship perspective was that David Smalley now leads the drivers' table by one point, with 40 more to play for over the next two rounds and Dennis Suttewood moves up to 2nd overall in the co-drivers' table.

The penultimate round of the Jelf [Motorsport.com](http://Motorsport.com) stage rally championship at Sculthorpe started foggy and damp but was warm and sunny by late morning. Both leading drivers scored class wins, so the gap between Roland Brown and David Smalley is still one point - but Roland is entered for Rockingham (which has a full entry) and David is doing the Preston so we expect Roland to win the championship, even if he gets three points for a DNF. Terry Luckings leads the co-drivers championship but could still have the honours taken from him by Rob Ginn.

Other significant changes were Tony Michael moving up to 3rd overall driver and David Daniel moving up to first in class E - he's one of the most improved drivers this year.

The final round at Rockingham, still to be run when this was written, but a full entry is expected for this two-day event on 5/6 December.

2016 is nearly upon us and the calendar is starting to come together and is expected to start at Brands Hatch on 30th January followed by Goodwood two weekends later on 13th February. **Don't forget the Middlewick Stages on Sunday 1st May run by us and GBMC, let's see a good turn out from WAC and if you aren't competing come along and give us a hand over the weekend.**

The awards for this year's championship will be presented at a special awards night at Brands Hatch on Thursday 16th February.

Most of you will be aware that from 1st January 2016 FHR devices become mandatory for all stage rallies - these devices need to be attached to specially made helmets and are a valuable safety aid, notably in the event of head-on collisions. Most competitors will need to buy new helmets, not only to have FHR fitted but also because the BS6568 AF/R standard ceases to be valid from 31st December.