

# News from Cirencester Car Club



**December 2016**

## **Cirencester Car Club New Committee for 2016-2017**

### *Officers*

Geoff Tebby – President

Martin Saunders – Chairman

Jeremy Wells – Vice Chairman

Dave Richards – Secretary and Comp Secretary

Dave Gregory – Treasurer

Doreen Richards – Membership Secretary

Dave Boden – Chief Marshal

### *Committee Members*

Ben Amor, Chris Amor, Fergus Jack, Ian Vout

## **DATES for your Diary.....**

The MCC Exeter trial will have a start venue at the Burford Road Services on Friday 6<sup>th</sup> January, after 7.30ish! Do come and watch some different vehicles.

12 Car Round – 20<sup>th</sup> January (organised by Cheltenham MC)

Corinium Run – Sunday 23<sup>rd</sup> April

Corinium Stages - Saturday 29<sup>th</sup> April

Summer Series Dates (to be held at Winstone on grass)

May 18<sup>th</sup>, June 15<sup>th</sup>, July 20<sup>th</sup> August 17<sup>th</sup> (Thursdays)

Since the last Newsletter we have had the AGM and the first committee meeting when the above plans were put in place. Please note in your diary/calendar.

Huge thanks to Keith (Vaughan) for being Treasurer and also for holding the fort until the AGM, despite the busy new job with its extensive and time consuming travel. Sad you couldn't exclude the word consuming there Keith!

We welcome Dave (Gregory) to the role and wish both Dave and Keith well.

We also welcome Chris and Ben Amor and Fergus Jack to the committee

Sadly it is out of our control when we run our two big events, the Corinium Run and the Corinium Stages. This year they fall in the two consecutive weekends, the closest ever. This puts an enormous strain on the Committee and the Club, particularly for the Stages (that's real Rally Cars BTW) as some of us are flagging by then. So if you have experience or skills to help or would like to come along and start to gain these two, PLEASE contact Dave Boden C of C or Ian Vout Sec. Full Committee details on the WEBSITE click on blue Stage Rally box and **get in touch**.

## Jersey Rally 2016:

We queued up for our crossing at Portsmouth in front of what became car 68, Stephen Higgins and Martin Burns Lime Green Saab 96 V4 1600, the car was still minus it's dash and a good part of the interior was "thrown in" awaiting fixing once they arrived in Jersey. The car looked to have had some very recent body repairs as several bits of the sponsors decals were missing. The tow car and trailer were Isle of Mann registered, and we got chatting to the team on the ferry, when I pointed out that one of the trailer tyres was flat, the crew said so was the spare! They started event, but left a large amount of coolant and some oily bits by us on Friday afternoon as the car came to a noisy stop and into retirement.

This year's entry ranged from a Ford Anglia Super to a Mitsubishi Mirage R5, through a Peugeot 306 maxi, HBFS Audi quarto and a TR7 V8. Oh and a lesser number of Mk2 Escorts that of late, but an increased number of Clio's. Is it a trend for this closed road event in the Channel Islands?

The Anglia was 2300cc, a stroked Honda S2000 by the look of it, and all Escort running gear, little was of the original early 1960's car bar some of the shell then. Scrutineering was the usual scramble for some and a breeze for others, so the service park was a good place to start and get a feel for things. Why don't some competitors "prepare" their cars prior to the event, especially the locals?

Simon Mauger was down on the published entry list as driving a 2500cc Escort Mk2, so we went over to take a look at his "highly developed" car as we'd seen it over at the Rally Show at Castle Combe part built the year before. Ah that's not a Mk2 with number 2 on the side, that's a Mitsubishi Mirage, after a couple of questions it became clear it was in R5 guise – that'll be useful if it turns wet!

We found the crew fettling the Saab, all that was visible was feet from both under and in the car so we thought we'd best leave them to it. Also in the Portsmouth queue with us were a crew with a Fiesta R2, again with some recent accident damage, the front bumper held in place by a couple of rolls of gaffer tape. At least it was a similar blue to the Fiesta. We found them in the Jersey service area too, trying to make the temporary repairs look a bit more permanent.

So onto the stages, the usual format is two groups of two stages all run 4 times for the Friday afternoon, Friday evening is similar, but they usually get run 3 times. Saturday is as Friday 2X2X4 AM and then different stages 2X2X4 PM. Although this year there was a slight change as one stage got shortened for the 3<sup>rd</sup> and 4<sup>th</sup> runs.

Friday was Dry with a cold East wind and the route took in stages I'd not seen on this event before up in the north east of the island around Rozel. We usually try and get to see the crews through a stage twice and then move to a new location so the planning takes a while so we get to good locations, but can also get out to move on. If you ever followed the RAC in the early 70's you'll know the format, spectating almost turns into a rally itself.

The pace seemed faster this year than last right from the off, with Simon Chapman and Neil Colman in their MEM Sitria Millington setting the early pace, and the sister Sitria Millington of Mark Jasper and Don Whyatt forth, sandwiching a couple of Mk 2's.

Car 1, The Ford Escort Mk2 of Jeremy Baudains and James Ollivro, the local favourites, were out of second place and the rally after 4 stages due to problems with their ECU. Who knew that Mk2's had an ECU? Well 2500cc Millington powered ones with a flat shift sequential box clearly do.

Car 10 Andy Corner, a regular competitor on this event and on our own Corinium Stages, handbrake cable snapped and the alternator had failed on Friday evening. If you've ever heard Andy drive he constantly blips the throttle so I was amazed it wasn't his throttle cable that had broken. The local report said that Andy had broken the steering (what most people call the pull to turn lever or handbrake then). They got it sorted for the trophy rally on Saturday, at least it wasn't a wall like last year that put him out of the event.

We'd lost the Sitria of Mark Jasper Friday PM, and Simon Chapman's Sitria had been demoted to second place as Simon Mauger and Brian Cammack took a slender 1.6 second lead. Chris West and Rob Hannah had got their Peugeot 306 Maxi into third place and looked to be really flying out on the stage we were on.

Julian Wilks and Will Rutherford (1.4 Nova VXR 190) had been as high as 7<sup>th</sup> but were now down to 18<sup>th</sup> but still leading their class. Julian said he was playing the long game and would reel in the front runners if he got the wet conditions predicted. They then set a time 1 second off leader, Simon Mauger in his R5 Mirage on the wet Sorel stage Saturday morning in their 1.4 just to prove it!!!

Julian has been known for some giant killing drives on UK events in the past and he looked very under control, helped no doubt by his local navigator. Local "knowledge" does seem to play a significant part in winning this event, or at least being very familiar with the stages.

Friday night had its usual crop of casualties, car 20 of Dan Corner and Mark Regan had a big roll during the night, but both were OK. Here's the car before the roll and after:



One or other of the Corner's always seems to want to modify Jersey while they are there. Car 5 Simon Chapman Neil Coleman in their Sitria had to deal with alternator failure during the Friday night stages. They got back to service and got it fixed. They were lucky as other cars had significantly modified the scenery after lighting failures on at least two other cars. Their up and down form continued as they set the fastest time on the first stage of Saturday, only to stall it on the second and lose 15 seconds.



Car 2 Simon Mauger was having some overheating issues with the Mirage during the night, but it all seemed OK for Saturday morning stages as light rain set in after the first 5 had passed through the first stage of the day.

By the end of Saturday Morning's stages The Pug 306 Maxi of West was leading by the smallest margin of 0.1 seconds from The Mirage of Mauger. It was really greasy on the stages and the overall pace had slowed markedly, but the battle for the lead still raged as they slithered past us. In desperation for more grip, new tyres had been fitted to Mauger car, but they didn't seem to make much difference.

So by the start of the last few stages on Saturday afternoon Chris West has extended his lead seven fold to 0.7 seconds. The bad news for him is that Mauger was saying his tyres are getting better as they bed in, and the rain has got quite heavy so the 4WD will be more of an advantage. Then disaster, West is out with just 4 stages remaining. He's not the only one to fall at the last, other retirements follow from mechanical woes as the pace begins to tell on several of the front runners. We got stuck in traffic as spectators left the stages in the pouring rain and headed for the service park and the finish.



And so Mauger and Cammack in their Mirage win by 5.7 seconds, the sixth time they've won the event. Local driver Ross Le Noa in a Millington Escort comes home second by virtue of keeping things clean and tidy. Wilks and Rutherford manage a very credible 10<sup>th</sup>. Julian could have been a bit higher had things not gone awry for them on Saturday morning.

**Dave Followell**

## **Congratulations to members Stuart and Jack Anderson**

They have won the HRCR Cat 3 and the HRCR Old Stager Championship



### **With AIR on Epynt**

HRCR Cat Three

The Vauxhall of Stuart and Jack Anderson was performing well all weekend with them putting in some very respectable stages times. Stuart did have one moment when the car would not start in service but this was found to be an issue with the service crew and not the car. A couple of close encounters with some bales did not slow the precision driving of Stuart and the Anderson crew finally took the Category win and championship!



**At the Finish of Isle of Man Stages**

If you have any articles for the Newsletter, please forward them to this E mail address [davidrichards.bss@outlook.com](mailto:davidrichards.bss@outlook.com)  
(Please note this will be the last issue to those who have not renewed their subs)

**Happy Christmas. See you in the New Year!**

Dave and Doreen  
**The Editorial Team**