



# The Classic and Vintage Motor Racing Club of Jersey

MSA and ACU recognised Club

## MAY 2008 NEWSLETTER



**Photo by courtesy of Arthur Lamy**

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Please send all newsletter material to me on telephone (01534) 862732 or [s\\_hewlett@hotmail.com](mailto:s_hewlett@hotmail.com)  
Please send articles or adverts to me before the deadline of 3<sup>rd</sup> weekend of the month for inclusion.  
If you have another query you can call me and I'll try to help. Other committee member details can be viewed on the club website contacts page.  
Please note that the newsletter editors' comments are not necessarily the official view of the club.

A very wet Delta Racing track day at Loheac saw Mathew and Tony Sargeant out with the Lola probably wondering if they should go onto the circuit or not. A car that powerful on such a small track would have been quite frightening in the dry, let alone the wet. Nonetheless, trials were held over 15 laps and I understand that all went well for Mathew's first drive in France. The circuit was really far too wet for any aggressive driving reports Mathew but gave a good initial feel for the car. If you fancy one of these cars the Lola factory is producing several "recreations" for sale, both of the enclosed and open versions of the car, such is the demand for historic racers that most have already found eager buyers.



Likewise, Lloyd Glendewar with the TVR had his day out too, and made several visits into the scenery. No damage was done, and "all in the name of progress" he said. I've done some grass mowing there myself so am not one to laugh, indeed, one gives respectful looks to anyone racing successfully on a wet track!



**Idle Gossip** - News just in after my consultation with Dr Mike McBride (he's been trying to find my grey matter for some considerable time!) that he is now competing with his MGC GT in England and was in one of the CSCC Swinging 60's series races at Snetterton early in April. The competition was fierce and cars ranged from Chevrolet Corvettes and Camaros right down to Frog Eye Sprites although all competed for their own class awards there must have been a quite frightening array of cars on the start line, I counted 32 plus another four unclassified entries on the list. I see from the results that Mike finished his class behind a Marcos GT after completing 25 laps and in 22<sup>nd</sup> place overall. Well done Mike, as this is a new ball game after having just competed mostly in sprints and hill climbs. Mike also told me that Marc Yates also competes at Snetterton in the Virgin Radio Classic Rock Equipe GTS series. Many of the cars in this are MGBs with the odd TVR Grantura, Triumph TR3 together with Austin Healey 100 and Elva Courier all mucking in. I note 27 entries in his race that same weekend with Marc finishing in 20 laps and with 12<sup>th</sup> place overall.

Having watched some classic racing at Thruxton I have never been happy with some of the drivers who seem to have received all their training on the fairground dodgem rides. Some of them may run their own repair business and think that the odd knock is obligatory, but any contact on this sort of event can be very costly indeed and I will need a significant lottery win before taking the plunge!

### **Festival of Motoring June 6, 7 and 8<sup>th</sup> YOUR ENTRIES ARE REQUIRED**

After much agonising and hard work by the committee [jerseyfestivalofmotoring.com](http://jerseyfestivalofmotoring.com) website now has motorbike regulations posted in addition to the car ones. The long delay was caused by a large backlog of event paperwork at the ACU offices in England who then, frustratingly, prioritised clearing the paperwork by event dates. If you cannot download for any reason please contact Julie Salmon who will send you a printout. **YOUR TOTAL SUPPORT IS NOW REQUIRED AS CLOSING DATE FOR ENTRIES IS MONDAY MAY 19<sup>th</sup>**, so put pen to paper quickly if you haven't already done so. Late entries will only be accepted if the event is under subscribed, and this strictly subject to an extra administration charge of £35. It is not guaranteed however, that your car/machine photo and details will appear in the published programme or other material due to printing deadlines. Also worthy of note is the cut off date for booking of dinner/presentation tickets of May 24<sup>th</sup>. Payment must be made direct to the Jersey Old Motor Club as they are organising the meals. If you wish to sit with other CVMRC members, or to make up your own table, just say so on the application form in the space provided.

**Car storage space needed** – Mike Johnson is urgently looking for dry storage space, at a reasonable rent, for his classic Ford Mustang. No work will be carried out on site and I can vouch for the fact that he is a very good tenant. Please ring him on 07797751349

**Film night** – Our next club film night will be on May 7<sup>th</sup> at the Monterey Hotel, St.Saviours Road. This is the night for car fans as the feature will be on Le Mans. There is a cost to putting on events, and, to date, the club has put on these nights, complete with coffee break for members at no charge, and Terry would like to see a decent turn out to justify his efforts if they are to continue. Let's see you there!



### **The Denis Morin Memorial Trophy**

Somewhat belatedly I was asked to present the trophy for 2007 to Marcus Bisson.

He had posted the most improved hill climb time for the 2007 year at Greve De Lecq.

He is pictured on the Honda K4 which resides in splendour amongst a terrific show of bikes in their showrooms – well worth a visit even if it's just to drool.

## IAN BRANDON'S INTERPRETATION OF DANCING ON ICE -

As I dismounted the Yamaha R1-engined, competition skidoo (top speed well north of 100mph) and answered the call, "anyone not had a ride in the Evo yet? the rather surreal nature of our weekend in Finland really struck home.

Here I was carefully picking my way across a frozen lake (the 40cms thickness apparently supported 7 tons) and clambering over the side intrusion bars that guard a World Championship co-driver against invasion by any scenery his pilot may have tripped over. In this case the pilot was Aki Teiskonen, Finnish National Champion and winner of the production car class in the 2005 Rally of Finland and Rally of Wales, in this very car.

"Ready?" said Aki and with the 6 point harness raising my feeble response an octave, he dropped the clutch and we were off as the studded tyres bit deep into the ice. By this time I had already driven the Evo 9 and it was by far the easiest to drive of the rally cars at our disposal on the day and I was even quietly pleased with myself that I had conducted the car around the course, I thought pretty fast. It was however time to have 'fast' redefined.

The track had been ploughed through the snow lying on top of the lake and featured fast and slow corners, zigzagging this way and that. After a couple of flat kinks the first right hander is entered at an absurd pace. As the corner tightens, the steering inputs were less than I'd expected and the front right was tucked in close to the snow bank for extra grip, but go too close and you're pulled into a spin (as Brandon junior found on a couple of occasions). For the most part, the way ahead could best be viewed through the side windows, especially in the tighter corners, where incredible slip angles were held and controlled with dabs of throttle and handbrake. The overwhelming impression is not of power, but perfect momentum with the car in a permanent balletic slide accompanied by a theatrical curtain of snow. So that was why he was 4<sup>th</sup> in the Production World Championship with only a limited programme of rallies – deep respect.

To re-wind, there were 24 of us altogether and we were only in Finland for a weekend. The co-organiser (with Aki) was a Finnish based Caterham owner who was also one of the key people when we did the 'How the West was Driven' tour to the USA in 2005. Although this was not a 7's trip, there was actually one at the lake. Another Finnish resident had driven his old crossflow engined car, the 4 hours up from Helsinki in snow and about minus 15C roof-off and he had his fiancé with him!

Our first day had been spent watching a Finnish National Rally which used some the regular 1000 Lakes Rally stages. The most popular cars were Evo's of various vintages and whilst they were quick, they all sounded just a bit flat. The real stars were the immaculate Escort RS1600 course car and the various Manta's, Ascona's and M3's that were running much further down the field. These rear wheel drive cars all seemed to be more spectacular and the sound of the engines echoing off the pines took me back to a time when I used to regularly follow the RAC Rally. A word too for the 'Super 1600' class featuring cars such as Punto's and Fiesta's which really revved and were rapidly driven by their multi national drivers. It seems this is treated as a training rally for top European junior crews and we saw fast cars from Spain, Portugal and of all places Greece, all getting used to Arctic driving conditions (they had done the Swedish Rally a couple of weeks before). As a post script, it was indeed a surprise to go to the service area and see a Bentley Mulsanne waft in, but even more of a surprise when one Tommi Makinen stepped out. Naturally Aki knew him well so we all got to go into his sponsored hospitality unit and have a drink with the great man.

In a curious role reversal, Mark woke up early on Sunday morning and finding me with a severe hangover (caused by the reindeer stew I believe), headed for the sauna of our hotel in Jyvaskyla (home of the 1000 lakes). I can attest to the poor signposting in the area and a 7am wrong slot saw him locked out in the hotel stairwell. Equipped only with boxer shorts and a towel he had to go down to the emergency exit at the back of the hotel. Unfortunately it was quite a long walk round the block in a blizzard with bare feet and no top. He feels the receptionist gave him a look of pity tinged with admiration when he returned back through the front doors sporting a blue tan and very little else.

Having thawed out, we arrived at the frozen lake which was in former world champion, Juha Kankunen's home village. It was about 5km long and maybe 1km wide and the track had been ploughed on about a third of it. Some locals had kindly donated an eclectic bunch of rally cars for our use and there were 2 VW Polo's, a Toyota Starlet 1600 (tricky dog box but great sound), an E36 BMW M3 (big power jump at 6000 rpm), a 1960's Opel Kadett (you needed to be quick to catch what was a very loose back end). Studded tyres gave a surprising amount of grip on ice (much more than boots) and the trench that was left by the Evo in a full blooded getaway, was testament to that. We got at least 3 laps each in all of the cars and this combined with blasting round the lake on the quad bikes and skidoos that had been laid on, made it pretty much the ultimate petrolheads weekend. Our thanks go to all of the generous owners and also our Euros too cos we busted a couple of them (we had a whip round for broken drive shaft, bent ARB and a few dents) – and it wasn't me! But there was one final surprise, just to top everything off....

I mentioned that this was Juha Kankunen's village and he still keeps a summer house there and also rather a nice car collection. He was actually away up in the Arctic doing some driving tuition, but Aki being his protégé was entrusted with the keys against a strict 'no photos' rule. Where shall I start?

Think of the teams he drove for, there were Lancia's (3 Integrale's, an Rallye 037 and a Delta S4) and Toyota (3 Celicas of various vintages including the big 2 wheel drive boxy thing that I first remember seeing him in). There was also an ex Walter Rohrl short wheelbase Quattro, a Ford RS200 and a Peugeot T16 E2. Then there were the Ford's, a Model A, also his first rally car, a Mk 2 Escort, a Cortina GT, Lotus Cortina, Escort Twincam, RS1800 and RS2000. Oh and a few Ferrari's. There were all the usual suspects plus: a Berlinetta Boxer, 512, F40, F50 and 288 GTO and half (i.e. cutaway) of one of Michael Schumacher's FI engines from a couple of years ago. What an amazing place – can you drool to death I wonder? One final thing, as I browsed the walls of trophy cabinets full of World Championship cups, Safari Rally winners medals and the like, my eyes alighted on "Driving Force, Jersey sponsored by Shell – runner-up". I think this dated back to maybe the 1980's when they used the island to film an episode of the pro-celebrity driving show in which drivers and enthusiastic amateurs competed. It just seemed a bit of a come down to see Juha display it so prominently among all the other prestigious silverware he has won over the years (with apologies to our Shell representative).

I have put Stewart Barrow in touch with the organisers, so maybe watch out for a Delta Racing trip with a difference some time in the future. But overall this fantastic weekend would not have been possible without the hard work of the organisers and the local enthusiasts who entrusted their cars to us – so a big thanks to them.

#### Rally watching Finnish style



Immaculate Mark One Escort



Getting ready for an ice race?





**In Closing – “When Grandma goes to court”**

**Lawyers should never ask a Mississippi grandma a question if they aren't prepared for the answer.**

In a trial, a Southern small-town prosecuting attorney called his first witness, a grandmotherly, elderly woman to the stand. He approached her and asked, 'Mrs. Jones, do you know me?' She responded, 'Why, yes, I do know you, Mr. Williams. I've known you since you were a boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you'll never amount to anything more than a two-bit paper pusher. Yes, I know you.'



The lawyer was stunned. Not knowing what else to do, he pointed across the room and asked, 'Mrs. Jones, do you know the defense attorney?'

She again replied, 'Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone, and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him.'

The defense attorney nearly died.

The judge asked both counselors to approach the bench and, in a very quiet voice, said,

'If either of you idiots asks her if she knows me, I'll send you both to the electric chair.'

<p><b>Sunday May 4<sup>th</sup></b></p>	<p><b>MG Owners club Spring Rally. We have been invited to the Peoples Park from 10.30am to 4pm. It would be great to see a good show of cars and bikes there as we need their support as well for our July show. Lloyd Glendewar is coordinating those interested. Call him on 733802 for details.</b></p>
<p><b>May 7<sup>th</sup></b> <small>(nb. WEDNESDAY)</small></p>	<p><b>Film night 7:30pm start at The Monterey Hotel, St. Saviours Road. A special night for car fans, please note we are featuring “Le Mans 99”, the worlds’ greatest 24hr race. This is the incident packed year in which the Mercedes did some high speed somersaults through the air and well worth watching. We will have a donations box to try and offset the cost of the evening.</b></p>

<b>May 24<sup>th</sup> &amp; 25<sup>th</sup></b>	<b>Two day 2.5km hill climb at La Pommeraye in France.</b> This is a great event and part of the French National Championship series and has a class specifically for MSA licence holders. Some of our members have been several times and can vouch for it being an excellent weekend. It's a very fast hill too! Contact me immediately for details if required. (Editor)
<b>May 29<sup>th</sup></b>	Monthly committee meeting at the RJA&HS starting at 7:30pm
<b>June 6<sup>th</sup>, 7<sup>th</sup> &amp; 8<sup>th</sup></b>	<b>Festival of Motoring - Friday-Sprint on Victoria Avenue, Saturday-Hill climb at Westmount, Sunday-Hill climb at Mount Bingham.</b> The speed events are under the total control of the Classic & Vintage Motor Racing Club of Jersey, while touring events will be run by the Jersey Old Motor Club. <b>Regulations and entry forms are now available from the secretary or download from the dedicated website. <a href="http://jerseyfestivalofmotoring.com">jerseyfestivalofmotoring.com</a></b>
<b>June 11<sup>th</sup></b>	<b>Normandy Rescue &amp; Marshall Association Basic Life Support training evening at 7pm in the RJA&amp;HS members room. Jason Hamon and St. John Ambulance personnel conducting training in rescue techniques. All drivers, riders, marshalls and interested persons are welcome. This will be a continuation of the last very successful fire and rescue meeting and recommended for all to attend.</b>
<b>June 26<sup>th</sup></b>	Monthly committee meeting at the RJA&HS starting at 7:30pm
<b>July 11<sup>th</sup> to 13<sup>th</sup></b>	Goodwood Festival Of Speed. Also the Le Mans Classic is on the same weekend.
<b>July 27<sup>th</sup></b>	Annual show at the RJA & HS We are committed to organizing this so please keep the day free in your calendars. We expect a huge turn out of members with their cars and bikes this year as the club urgently needs to raise funds.
<b>August 7<sup>th</sup></b>	Monthly committee meeting at the RJA&HS starting at 7:30pm
<b>August 22<sup>nd</sup>, 23<sup>rd</sup> &amp; 24<sup>th</sup></b>	<b>Classic &amp; Vintage MRC Speed Festival – Friday – Sprint on Five Mile Road, Saturday &amp; Sunday – Two days of hill climbing and socializing at Greve De Lecq.</b> Regulations have been sent to MSA/ACU and we hope to have them passed and available by the middle of May.
<b>September 25<sup>th</sup></b>	Monthly committee meeting at the RJA&HS starting at 7:30pm
<b>October 30<sup>th</sup></b>	Nominations meeting. Venue to be advised.
<b>November 1<sup>st</sup></b>	Annual club dinner to be held in the conservatory at Bistro Rocque. The venue has been reserved so keep it free in your diary.

**DON'T FORGET YOUR JUNE SPEED EVENT ENTRIES – PLEASE SUBMIT THEM ASAP.**

**ALTHOUGH WE HAVE A CONTINGENT OF EXPERIENCED UK MARSHALLS COMING, IMPORTANTLY, THOSE NOT RACING ARE ASKED IF THEY CAN HELP SETTING OUT AND TAKING DOWN BANNERS, DOUBLING UP ON MARSHALLING ETC. PLEASE LET STEVE SALMON OR MYSELF KNOW ASAP IF YOU CAN HELP WITH A SHIFT ON THE FRIDAY EVENING, SATURDAY OR SUNDAY SO THAT WE CAN PREPARE LISTS.**