

That'll T-Cut out surely....?

February 2017

And so it came to pass that the car formally known as E370KDE, following a significant kiss with a concrete block at Snetterton 2017 on the last corner of the last stage, engaged a small consultancy in Chesham to undertake significant reconstructive surgery. The rest as they say is history but read on you might find something interesting!



It took a few weeks to stop getting angry at myself about what had happened and I went through the scene in my head many times. I'm sure those of us in that position have done the same, if I'd had turned here or braked there I may have avoided it... I still can't really bear to watch the go pro footage tbh, maybe one day we'll have a good laugh about it. The main points I can remember are that:

- It happened so quickly
- We stopped so quickly
- I kept swearing
- In between swearing I kept asking Paul if he was OK*
- I kept swearing (I might have cried inside at this point as well...)
- I kept swearing.....

*We were both Ok 😊 if only a little shocked... At least the OK/SOS board got used!

Eventually after getting the car loaded onto the trailer and spending what seemed like an eternity towing it home, I left it on the trailer until the Monday morning.....



Apart from the superficial damage to the bonnet, headlamp, front wing and bumper, I had also done a lot of internal damage and bent the inner wing completely over itself. In addition, one of the fins from the sump guard had taken out the driveshaft (which is why we weren't going anywhere!)



'non'-drive shaft :-0

The Road to Recovery

I dropped the car off in March 2017 with Mr Hedges and in order to straighten the body and repair the damage, with the help of Chris H and Chris K we removed the engine and gearbox and I waved goodbye to my chariot for a few months, waiting like an expectant father to see if the patient would be reborn.

Steve did an amazing job with a difficult repair and with the help of some reproduction panels from Arie Pronk in Belgium, great progress was being made in the right direction:



It made sense while the car was away to spruce up the engine and gearbox (and also lay a new garage floor...)

Some of the things I took the opportunity to do whilst the car was away and after it came back were:

1. Engine degreased, cleaned and painted



2. Engine bay painted and underside stone-chipped



3. Gearbox overhauled, by the well-known on the Dark Web '**Keys**' Garage in **Watford** and fitted with revised shorter ratio 3rd and 4th gears - Graham T all done at last sir! New clutch and release bearing also fitted
4. BakerBM gear linkage fitted, gearstick bushes replaced with brass versions, providing much more positive gear selection.

By September the car was starting to come back together and having entered Rockingham with Chris K I had a deadline to work to.



New bonnet latches (the right way around thank you James R and Chris K!)



All pretty much back together by November

Next on the agenda was wiring, I've left this section with an image to avoid excessive swearing, cursing and generally banging head against garage wall whilst this work was completed.



Pause...pause a little more....OK wiring done now let's turn the page....



And a significant milestone - the MOT at Fairway - Many thanks Mr Riley



Rockingham 2017

Was great to be out again after close to a year bringing the pug back to life and was very pleased to see Paul H taking the co-driver's seat again. Chris K, Richard Deane and myself serviced together with our 205's and entered as a team which was great. It was a shame that on Richard's first event his clutch decided to expire (but he turned it around by having a great event at Brands in Jan)

Although disappointed to see the Sunday cancelled because of the snow and an engine mounting cracking after Stage 4 (but repaired so we could continue), we still finished a credible 40th overall, 8th in Class. Thanks to Jamie for servicing for all of us, very much appreciated.



Snetterton 2018

After working through the Blue Book Amendments for 2018 and replacing both plumbed in and handheld extinguishers we headed off to Snetterton in February with Mr Keys.

It made a real difference having a garage to share, I would definitely recommend it if you are able to secure one for an event, although this one didn't have the expected marble floor 😊



It was a great event, not least because this time we finished!

With Chris K and James R finishing in a very credible 35th overall and 6th in Class B, we did well in coming in 55th overall, 9th in Class B. To be honest we could have finished on the Tuesday for all I cared, we got there in one piece, the demons had been exorcised. That last corner was driven very very carefully.

In reliving the actual crash in Feb 2017 and trying to make sense of what happened, I now realise that in taking the hairpin, clipping the outer kerb and then accelerating out of the exit that the wheels were not in fact straight, a simple but costly error. But we both came out of it without injury (although Paul might confess to a slightly higher pitched voice for a couple of days down to an overzealous seat belt...)

Untold thanks go to Steve and Chris hedges in getting the pug back on the road, with thanks also to Chris K for rebuilding my gearbox and fitting ratios that made a big difference on the straights at Rockingham and Snetterton.

Unfortunately, Donington 2018 came and went without incident, wholly due to the snow cancelling the event, so who knows what might have happened 😊

I am definitely looking to do another 2-3 events this year, with my son Sam already with his name down to take the pug out at Rockingham in December.

Hope you enjoyed the read and pictures, many thanks.

Steve Casey
Club Secretary

p.s. don't forget to send in your stories and updates of events you have entered or attended, no matter how trivial. It's always good to see other club members antics and the behind the scenes efforts before even reaching the start line! We can then publish on the website.