



Founded 1954

# The Acorn

November 2008

## The Sevenoaks & District Motor Club

North Weald Sprint in pictures—31st August 2008



*Andy Elcomb shows Darren Russell where the steering wheel is.....*



*...while on the startline Keith Crocker checks out the drying capability of Andy's hairdryer!*



*Above: F1 style refuelling from David Balderson and John Kemp*



# Sevenoaks and District Motor Club Ltd.

PRESIDENT: J Symes

VICE PRESIDENT: V Elford

## ACORN MAGAZINE

November 2008

*The Editor, Committee and Club do not necessarily agree with items and opinions expressed within ACORN magazine*

### OFFICERS and COMMITTEE

CHAIRMAN,  
TROPHY RECORDS  
KEEPER:

Chin,  
[chin@btinternet.com](mailto:chin@btinternet.com)

VICE CHAIR;  
ACORN EDITOR,  
CHILD PROTECTION OFFICER:

Dawn Travers,  
[dawn.travers@ntlworld.com](mailto:dawn.travers@ntlworld.com)

SECRETARY:

Rosemary Mead,  
[secretary@sevenoaksmotorclub.com](mailto:secretary@sevenoaksmotorclub.com)

MEMBERSHIP SEC:

Andy Elcomb,  
[andyelcomb@yahoo.com](mailto:andyelcomb@yahoo.com)

TREASURER:

Clive Cooke,  
[clive.v.cooke@virgin.net](mailto:clive.v.cooke@virgin.net)

COMPETITION SEC.,  
WEBMASTER:

Ian Crocker,  
[ian@seight.com](mailto:ian@seight.com)

SPEED LEAGUE  
CHAMP CO-ORD:

David Balderson,  
[balderson@ntlworld.com](mailto:balderson@ntlworld.com)

RALLY SECRETARY:

Iain Gibson,  
01474 873573

CHIEF MARSHAL:

Philip Fawcett,  
[marshal\\_7oaks@hotmail.co.uk](mailto:marshal_7oaks@hotmail.co.uk)

SOCIAL SECRETARY:

**Situation Vacant – If you are interested in helping to organise the club's social events, please contact a member of the committee.**

PRESS & PR:

Suze Bisping, 5  
[suze\\_bisping@yahoo.co.uk](mailto:suze_bisping@yahoo.co.uk)

PRESS & PR:

Steve Thompson,  
[stevthom1@hotmail.com](mailto:stevthom1@hotmail.com)

WITHOUT PORTFOLIO:

Chris Scudder,  
[chris.scudder@virgin.net](mailto:chris.scudder@virgin.net)

WEB ACORN:

Ralph Travers,  
[ralph.travers@ntlworld.com](mailto:ralph.travers@ntlworld.com)

**Website - [www.sevenoaksmotorclub.com](http://www.sevenoaksmotorclub.com)**

**PLEASE NOTE: COPY DATE FOR DECEMBER ACORN WILL BE 15TH NOVEMBER**

*You can e-mail copy to [dawn.travers@ntlworld.com](mailto:dawn.travers@ntlworld.com)*

*I will also accept copy on disc or CD-Rom; on paper (typed or handwritten) or by 'phone for juicy gossip.*

**Wednesday 19th November 2008**

Summer Autotest Awards 2008 Evening - awards and review of the season.  
Also bring any suggestions. The Bell, Kemsing starts from 8.30pm

## CCC

This month's been a 'lying under **Andy Kilby's** MGB' month. In order to get it ready for trialling reliably we needed to raise the rear suspension and, rather than just using longer shackles, I designed a sort of upside-down tower to mount on the chassis rail secured by the bumper iron bolts to lower the shackle bushes more rigidly. This, of course, means lengthening the droop straps and raising the damper link pick-up point. We also had to replace the exhaust to take it over the axle. This was achieved by a proprietary U bend welded into the system, together with a flexible section at the end of the downpipes to allow a more solid mounting for the rear sections. We also had to replace the petrol tank which, as those who have followed this saga will know, had a slight leak when full. All this was too much to do before the Edinburgh Trial but we did have it finished for the Weald Trial (which was great fun) although we had to resort to lengthening the shackles as the towers weren't ready in time.

Once that was out of the way I thought it best to give the rally car some miles to make sure it would get to Scotland and back for the Inter Association Road Rally OK – just as well that I did as it was leaking water at about 4 litres per 50 miles. The cause was suspected to be the head gasket, but when I got the head off it related to a previous problem with an exhaust manifold stud. The front of FWD engines are exposed to salt spray we put on the highways in winter to help those who shouldn't be on the roads in the first place (grrrrr) and the Astra had been exposed to a lot of this in its history, to the point where the original bonnet was badly corroded. The worst bit was the corrosion of the exhaust manifold studs and last time the head came off several studs were rotted beyond use and three were well and truly stuck in the head. I managed to fight all but one out with the head threads intact but one ripped the head alloy beyond hope so I opened it out to take a size bigger cap head screw – unbeknown to me at that time the torn hole also broke into the water jacket of the head and created the leak. I should replace the head but they go for about £100 and right now I'm broke so I've repaired it with Chemical Metal – should be OK!

We're also working hard to get Crystal Palace up and running but I did have a very pleasant evening last Thursday sitting in a pub with **Nigel Mead** enjoying good food and good conversation. Mind you, we had to work a bit when the "scatterers" came back from the first of this winter's scatters run by Nigel and **Rosemary Mead**. It was a great success with **Andy and Viv Elcomb** winning and MMKMC's Tom Solomon coming second on his own (good man!). Everyone had a good time and beginners **Darren Tyre** and **Tracey Neil** got back in one piece with a smile. Thanks to Rosemary and Nigel for their first event as organisers which was faultless and praised by the competitors – well done.

Well I'd better get the Astra's head back on so that's it for this month.

Chin

## Editorial Ramblings

I hope some of you have been out doing some of the winter events and enjoying the rather unseasonable warm October weather and the perhaps rather more interesting snowy conditions, a practice for things to come??? Check out the calendar for forthcoming events, there's plenty to choose from.

At the time of writing I have had only three confirmed entries for our Car Trial on Sunday November 16th. Regs are available from the club website or if you are not Internet connected, from me for the effort of a phone call on 01737 210377.

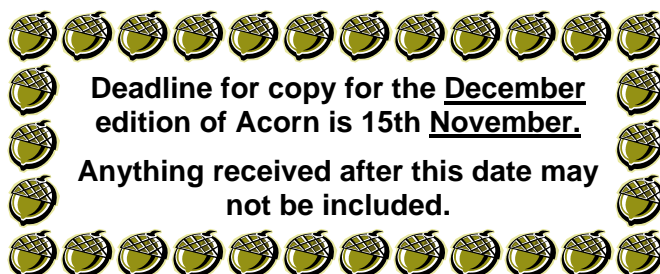
The Speed League social evening went quite well from what snippets I have heard on the grapevine aka the Chat Forum. I expect it was the same faces who made the effort to support the evening, well done to you all for turning out. I have included within this edition, the latest scores on the doors for the Speed League for 2008, so please have a check through them and if you spot any discrepancies, please let **David Balderson** know as soon as possible.

The Autotest Awards night is our next social on Wednesday 19th November and you'll find the results tables within for that championship. Please come along and have a natter about the season just gone and the season to come. Thanks again to **Stacey Thompson** and her band of marshals and helpers for once again organising a successful set of events.

Moving on from grassroots to absolute pinnacle motorsport, I have just been left breathless from excitement, why some of you may ask...not sure we want to know...others of you may be thinking...well it is because for the first time in a very long while, I was getting right behind the last Grand Prix of the season at Sao Paulo and oh my goodness what a finish! Could Lewis Hamilton have left it any closer to literally snatch the World Championship from Massa's grasp? The young man is very deserving of his first World title, hopefully one of many to come. I did feel for Massa though...poor chap, he was very dignified in defeat and let's remember he did win his home Grand Prix. Ahh Bless! With a little help from "Ferrari International Assistance", the red cars did get the constructor's title as consolation.

Let's hope next season sees more of that kind of racing, without the controversy from the FIA. I may even watch a whole race if that is the case. Oh and not forgetting it's back on the BBC...does that mean we get that iconic Fleetwood Mac guitar riff, heralding the start of the new season? I do hope so and there's the bonus of no advert breaks. So much to look forward to! TTFN.

## Dawn Travers





# COMPETITION CALENDAR 2008 / 2009 FORTHCOMING EVENTS



DATE	EVENT	ORGANISING CLUB / Contact	LOCATION	Status	Open To / Champ Round
9th November	12 Car Rally	Eastbourne & Ram MC( Weald MC): Contact Tim Smith for details Tel: 01424 22662 Email: <a href="mailto:ermccontact@aol.com">ermccontact@aol.com</a>	Start 7pm Venue TBA	CS	
14th November	12 Car Rally	<b>Weald MC (7Oaks &amp; DMC): Phil Fawcett</b> Email: <a href="mailto:marshal_7oaks@hotmail.co.uk">marshal_7oaks@hotmail.co.uk</a> Mobile No: 07840 523439 Chin (Tel): 01732 823132 email: <a href="mailto:chin@btinternet.com">chin@btinternet.com</a>	Pease Pottage Services Using map 198 E1	CS	
16th November	Car Trial	<b>Weald MC (7Oaks &amp; DMC): Event Secretary contact Dawn Travers 01737 210377 (not after 9pm)</b> Email: <a href="mailto:dawn.travers@ntlworld.com">dawn.travers@ntlworld.com</a>	<b>Stoneacre Farm, Otham, Nr. Bearsted, Kent</b> M/R 188 800536	CS	
Wednesday 19th November	SOCIAL Night	2008 Summer Autotest Series Awards night	<b>The Bell, Kemsing</b> Start 8.30pm	SOCIAL	
20th November	Scatter Rally	Weald MC (Maidstone &MKCC): Tom Solomon Email: <a href="mailto:tomsk24@aol.com">tomsk24@aol.com</a>	TBC	CS	
23rd November	Car Trial	Maidstone & MKCC (Weald MC): contact Bruce Jenkins Email: <a href="mailto:bajenkins@btinternet.com">bajenkins@btinternet.com</a>	Hawkhurst		
23rd November	12 Car Rally	Eastbourne & Ram MC( Weald MC): Contact Tim Smith for details Tel: 01424 22662 Email: <a href="mailto:ermccontact@aol.com">ermccontact@aol.com</a>	Start 7pm Venue TBA	CS	
28th November	12 Car Rally	Chelmsford MC (Weald MC): Matt Endean 01375 407124 or 07721 529924 Email - <a href="mailto:superuno@blueyonder.co.uk">superuno@blueyonder.co.uk</a> Maps required: OS 177 E3 & OS 167 C2	Start: World's End PH, Tilbury. (Just 10 Mins from the Dartford crossing) Finish: J31 M25 Services.	CS	
30th November	12 Car Regularity Run	Blackpalfrey MC (Weald MC): Contact Andy Gibson Tel: 01227 792740 Email: <a href="mailto:champco@tiscali.co.uk">champco@tiscali.co.uk</a> or see <a href="http://www.blackpalfrey.co.uk">www.blackpalfrey.co.uk</a> for more details	TBC	CS	
5th December	12 Car Rally	Borough 18 MC( Weald MC): Contact Roger McKenzie 01732 884312 <a href="mailto:rmckenzie@playleandpartners.co.uk">rmckenzie@playleandpartners.co.uk</a> or Dave Clark <a href="mailto:da_jr.clark@btinternet.com">da_jr.clark@btinternet.com</a>	TBC	CS	
7th December	12 Car Rally	Eastbourne & Ram MC(Weald MC): Contact Tim Smith for details Tel: 01424 22662 Email: <a href="mailto:ermccontact@aol.com">ermccontact@aol.com</a>	TBC	CS	
11th December	Scatter Rally	<b>Sevenoask &amp;DMC (Weald MC): Organiser Ian Crocker Tel: 01892 546006 Email: <a href="mailto:ian@seight.com">ian@seight.com</a></b>		CS	
13th December	East Sussex 100 Rally	Eastbourne & Ram MC: Contact Tim Smith Tel: 01424 22662 Email: <a href="mailto:ermccontact@aol.com">ermccontact@aol.com</a> Regs can be downloaded from the club's website: <a href="http://www.eastbourneandrammc.co.uk/page6.htm">www.eastbourneandrammc.co.uk/page6.htm</a>			
4th January	12 Car Regularity Run	Blackpalfrey MC (Weald MC): Contact Andy Gibson Tel: 01227 792740 Email: <a href="mailto:champco@tiscali.co.uk">champco@tiscali.co.uk</a> or see <a href="http://www.blackpalfrey.co.uk">www.blackpalfrey.co.uk</a> for more details	TBC	CS	
9th January 2009	12 Car Rally	Croydon DMC: (Weald MC): Contact Peter Turner Tel & Fax: 01883 623465 Mobile: 07778 857160 Email: <a href="mailto:aptdesign@btinternet.com">aptdesign@btinternet.com</a>	TBC	CS	

**For further information contact :-**

**Competition Secretary: Ian Crocker 01892 546006 email: [ian@seight.com](mailto:ian@seight.com)**

**Speed League contact : David Balderson, 01689 601661 email: [balderson@ntlworld.com](mailto:balderson@ntlworld.com)**

## Scatter Season 2008-09

Dates of the forthcoming scatter rallies to be organised by 7Oaks & DMC and Maidstone & MKCC for Weald MC.

Thursday 20th November 2008	MMKMC
Thursday 11th December 2008	SDMC
Thursday 15th January 2009	MMKMC
Thursday 19th February 2009	SDMC
Thursday 19th March 2008	MMKMC
Thursday 2nd April 2008	SDMC

Please check the Acorn main event calendar for organisers and start venues each month. Regs available to download from

[www.sevenoaksmotorclub.com](http://www.sevenoaksmotorclub.com)

## 12 Car Season 2008-09

Dates of the forthcoming 12 Car rallies to be organised by 7Oaks & DMC, B18, Croydon DMC and Census MC for Weald MC.

Friday 14th November 2008	7Oaks
Organisers: Phil Fawcett and Chin	
Friday 5th December 2008	B18MC
Friday 9th January 2009	CDMC
Friday 13th February 2009	B18MC
Friday 13th March 2009	7Oaks
Friday 10th April 2009	CENSUS

Main organisers for each of the organising Weald clubs will be:

**Entries for the Croydon promoted events to:**  
Peter Turner, daytime telephone/fax: 01883 623465  
Mobile: 07778 857160  
Email: [apt.design@btinternet.com](mailto:apt.design@btinternet.com)

**Entries for the Sevenoaks promoted events to:**  
Chin. Tel— Home: 01732 823132  
Work: 020 8691 6221.  
Email: [chin@btinternet.com](mailto:chin@btinternet.com)

**Entries for the Borough 18 promoted events to:**  
Roger McKenzie, Tel: 01732 884312.  
Email: [rmckenzie@playleandpartners.co.uk](mailto:rmckenzie@playleandpartners.co.uk)

**Entries for the Central Sussex (CENSUS) promoted event to:**  
Matt Fowle, Tel Home: 01273 551145  
Work: 01273 416331  
Email: [matt@mdfowle.freeseve.co.uk](mailto:matt@mdfowle.freeseve.co.uk)

Regs and entry form available to download from  
[www.sevenoaksmotorclub.com](http://www.sevenoaksmotorclub.com)



## Volunteers needed- Can you help?

**Marshals needed for  
forthcoming events:**

### 12 Car Navigational Rally

#### Friday 12th November

Contact Phil Fawcett

Email: [marshal\\_7oaks@hotmail.co.uk](mailto:marshal_7oaks@hotmail.co.uk)

Mobile No: 07840 523439

Or Chin 01732 823132

Email: [chin@btinternet.com](mailto:chin@btinternet.com)

### Car Trial

#### Sunday 16th November

Stoneacre Farm, Otham

Contact Dawn Travers

01737 210377

Email: [dawn.travers@ntlworld.com](mailto:dawn.travers@ntlworld.com)



## East Sussex 100 Rally

### 13th December 2008

Eastborne & Ram MC are organising a 100-mile 12-car regularity rally, on Saturday 13th December. The event will start and finish at the Bear Inn/ Burwash Motel, Burwash, East Sussex. MR 199/675247. Regs and entry form are available from Tim Smith 01424 22662  
Email: [ermccontact@aol.com](mailto:ermccontact@aol.com) or can be downloaded from the club's website:

[www.eastbourneandrammc.co.uk/  
page6.htm](http://www.eastbourneandrammc.co.uk/page6.htm)



## Car Trial

Sevenoaks & District Motor Club  
on behalf of Weald MC are organ-  
ising a Car Trial on Sunday 16th  
November 2008 at  
Stoneacre Farm, Otham,  
Nr Bearsted, Kent  
M/R 188 800536

Regs from Dawn Travers  
Tel: 01737 210377 (not after 9pm)  
Email:

[dawn.travers@ntlworld.com](mailto:dawn.travers@ntlworld.com)

## Club Social Calendar 2008

### What's On?

#### W/C 27th October

Scalectrix has been post-  
poned until February Half  
Term due to track  
Availability.



#### Wednesday 19<sup>th</sup> November

2008 Summer Autotest Awards evening at  
The Bell, Kemsing, 8.30pm  
start



#### Wednesday 17<sup>th</sup> December

Seasonal Noggin &  
Natter at The Bell,  
Kemsing.



#### Wednesday 21st January 2009

January Quiz  
Format and Quizmaster TBC  
The Bell, Kemsing from 8.30pm



Plus we'd like to organise  
a Bowling Night probably in Maid-  
stone. Again details to be con-  
firmed.

#### Saturday 31st January 2009



**2008 Annual  
Awards Dinner  
Hadlow Manor  
Hotel, Hadlow,  
Nr Tonbridge, Kent**

If anyone has any ideas about how  
to fill the forthcoming social nights,  
please let a committee member  
know.

### Co-Driver / Navigator Wanted for the Exeter Trial

My Name is Edward Holloway (Ted) and I trial  
in my Enigma Nimrod. I am seeking a passen-  
ger / co-driver / navigator for the MCC Exeter  
Trial, which starts at approx 20.00hrs Fri-  
day 9th January 2009 and finishes at Babba-  
combe Nr Torquay Sat 10th January at approx  
1800hrs subject to no holdups on sections I  
generally drive back after the event, and hope  
that the passenger will share the drive back, if a  
driver. I have entered this event many times in  
most classes and odd machines (as Clive  
Cooke will confirm). This year it will be in a Ford  
Fiesta in front wheel drive class, so the car will  
be warm and dry, and well prepared. The event  
takes in some very interesting sites and classic  
sections. This year will be the 81st event (It did-  
n't run during the wars).

The ideal person would be able to read the  
route sheet and keep me on course, Man or  
Woman, Young or Mature. Could be a chance  
for anyone who may want to experience a Clas-  
sic Trial and see if they would like to enter in  
the future.

Catering on the event is sorted out by the MCC.  
I have picked up a couple of awards at this  
event in the past, but as I take a light hearted  
approach to trials I am happy to complete the  
event and get finshers' certificates  
I will be joining Sevenoaks & DMC as a mem-  
ber.

I live in Bexley and can be contacted any time  
on 0208 301 4001 which may redirect to my  
mobile or email: [chariotsofsteel@btinternet.com](mailto:chariotsofsteel@btinternet.com)

## Members' Antics

Hi Dawn

Just a quick line to say that my daughter Claire won the RAFMSA karting championship this year. The final round was at Lydd a couple of weeks ago having visited tracks round the country, we won all the finals except for one when the kart would not start, we collected some lap records for the class as well. A chap called Martin Clark was the photographer and his website [www.martinclark916.fotopic.net](http://www.martinclark916.fotopic.net) is worth a look as he does cars and bikes as well, I think the quality is 1st class and they are cheap.



Above: Claire Kemp No 38.

Regards  
John Kemp

*Well done to Claire for her hard work this year and a fabulous result. The Ed*

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Hi All,

Just a line to let you know what I have been doing lately.

I have been preparing my TR8 for the *Club Triumph* 21st Round Britain Reliability Run starting on Friday 3<sup>rd</sup> and finishing on Sunday 5th October 2008. The route is 2,000 miles long starting from Enfield, Middlesex northwards to John O'Groats, southwards to Land's End and back to Enfield, all within 48 hours. It is classed as an MSA Touring Assembly approved type of event.

The RBRR is run every 2 years and it was first run in 1966. 2 years ago they raised £52,000 for the BLISS charity. This year the RNLI was the sponsorship charity.

However, literally hours from starting the event I had suspected leaking front nearside 4 pot brake pistons which finally turned out to be a leaking front telescopic damper unit. Unfortunately it stopped me from taking part in the event. It was a big let down for Valerie & I, but that is Motorsport!!! I did go to watch the start and saw 110 Triumph cars starting at Enfield,

and heard that only 18 Triumphs didn't finish! Club Triumph have yet to announce the final sum of money raised by the event for the RNLI charity who are not government supported, so hopefully it will be substantial.

I have got the TR8 back on the road again now, it will not be that long before the Sprinting Season starts again and am hoping to get an entry for the Crystal Palace. I can remember 1275 Mini Coopers beating Jaguars round the circuit (all those railway sleepers on the bends, look-out - crunch! and oil on the track - oops!) Also, with races for ERAs and Coopers, etc, all when my Dad used take me there as a boy to see the 70Oaks & DMC car races!

My present car is not suitable for PC Trials yet, but I am working on that.

Kind regards  
Tony Short



Tony and the TR8 at one of the club's previous events.

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## Monthly Mug for September

The September mug is to be awarded to young race member, **Declan Armstrong** for his fantastic effort in qualifying 2<sup>nd</sup>, finishing 2<sup>nd</sup> in the race and getting fastest lap in the 750MC Saxmax championship round at Snetterton.



## **Britcars 24 Hours**

**T**he weekend of 19/20<sup>th</sup> September saw the running of the Britcar 24hr Race on the Silverstone Grand Prix circuit. The race is a re-incarnation of the original Willhire 24hr race which was held at Snetterton some years ago – originally as a ‘one-off’ to see if the public would take to 24hr races in this country. The cars were predominantly saloon cars from the production classes of the day. The race ran for a few years and eventually petered out for various reasons until a few years ago when James Tucker started the Britcar series. This caters for cars in various different classes competing in two series mainly within the UK and ranges from top of the range sports cars down to diesel saloon cars.

The Silverstone race is open to all cars from all classes which means a vast variation in lap times and abilities which, when racing at night, makes for some interesting manoeuvres. All the cars have to run Dunlop tyres and use BP fuel, but the choice of product from within the range is open, with effective manufacturer back up on tyres, people like myself who not used to the compounds, etc were never short of advice.

I was asked to assist with the running of a Porsche by a friend who I worked closely with last year running Sports 2000 cars. He had moved to run a Nissan Group C car for Mark Sumpter, who owns a Porsche dealership in Sussex and finished third in the Britcar last year in a GT3 Cup car. This led to Mark and Adrian Slater deciding to have another go this year, but to go for an outright win. A Porsche 997 RSR was spotted for sale in America where it was used for IMSA racing and after some frantic negotiations a deal was done, whereby the car was flown across and the spares package was to come by sea. This was all well and good as long as it worked on schedule as time was running out before the race.

The car arrived on schedule and was taken to the workshops. It was discovered that the exhaust was too noisy to meet our regulations and the engine was mapped for a high octane fuel than we were allowed to use and we had no software to remap the ECU. Some exhaust parts were ordered from Germany together with a set of gear ratios suitable for Silverstone circuit. A technician in America was found who was coming over for the Le Mans series at Silverstone the week before we were due to go, so it should all work out OK.

The exhaust and ratios arrived on schedule and the American technician assured us he would attend a test day at Snetterton a week before Silverstone to remap the engine, so we were heading towards Snetterton with everything in place. The day of the test was reasonably sunny and dry although a little chilly. When I arrived the car had been unloaded and was ready to go except our American technician had not shown up and could not be contacted. We decided we had to run anyway, but would only use three of the four engine maps available. It meant we would be down on power, but safe. The day went really well with minimal suspension changes and no unforeseen problems other than learning a Motec system that was

new to us. Fortunately we found a lad who was doing a race engineering course at university who had reasonable knowledge of the system, so he helped us out for the day. Our lap times were coming down quickly to the point where we were quicker than a Mosler, Ian Flux was driving, so we knew we were near the ark with all three drivers. Andy Purdie, had joined us for the day to get a run before the race and make sure the seating position was right for doing long stints in the race.

I arrived at Silverstone on the Thursday morning before the race for open practice. I was there mainly because my usual driver in Sports 2000 wanted to test after some suspension improvements we had made a few weeks prior, so I was obliged to work for him in the afternoon unloading the car, putting the awning up, etc. This left me a couple of hours to kill in the morning, so I went to the garages to see how the Porsche was going, or rather, not in this case as there were some long faces and the car up on jacks and a major discussion on a serious gearbox problem. I said it was no good leaving it in the car as it had to come out anyway even if we could not affect repairs there and then. We had the engine and the gearbox out in just over an hour and separated in next to no time, but we had no special tools to dismantle it with us. Never mind – with a little ingenuity and devious means we had the box dismantled, but could not see a problem. A further cross examination of the driver revealed a momentary loss of drive at the same time as a noise. The answer became clear once I also found out that the gears had not been shimmed using a dummy casing.

It was time for me to leave and carry out the job I was there for, but unfortunately the transporter was delayed in traffic, so I moved my overnight bags into the Winnebago that my driver and I share race weekends and hung around until the cars arrived. Practice had started by the time we had unpacked the truck and prepared the car including noise checks, etc. This left us with only 30 minutes of testing, but with a front shock absorber adjustment we felt we would be at the front for qualifying on the Saturday with new tyres, as long as it stayed dry.

I popped into the Porsche garage on the way past to find they had located the required casing and shims to set up the gearbox correctly and were proceeding with the build. It was going to be a long night for them.

Friday dawned bright and early for me as I was running two cars in different classes. It was going to be very busy especially as the Pinto engined car was also going to compete in the Duratec section of qualifying in order to gain track experience, not having driven his current car on the Grand Prix circuit. After scrutineering the cars qualifying began which was due to last for 25 minutes. As normal the arrangement was for the Duratec car to do 10-15 minutes and come in for a tyre pressure check then continue to the end. However, it was nearer 20 minutes before it came in with a solid third place on the grid behind two significantly quicker drivers and comfortably in front of the pack. The Pinto car finished second in class, so all was comfortable for that race. The Pinto qualifying later in the day finished with my driver in fourth place overall which was quite pleasing.

Saturday dawned dry and the temperature was very much like Friday, but with a 9am start for the Pinto, I could not hang around. With the car prepped the previous day it was straight down to the assembly area for the race. All went well in the race with a fourth place overall, although some way off the pace. I could not see how we lost so much time overnight, so I made some adjustments and we decided to do the Duratec race as a test session having paid to enter it was more track time to try and sort the problem out.

The Duratec race was just before the start of the 24hr race, so I knew I would be pushed for time between the finish of one and the start of the other. I also found out they had the gearbox back out of the Porsche and had stripped and reset the diff settings – getting it back together at three in the morning. All went well in the warm up. I was not very optimistic of it lasting 24 hrs and there was even a sweepstake as to how long it would last. Everything went reasonably well in our race with a third place for the Duratec car and last for the Pinto which had been in and out of the pits for changes.

A quick clear up and gear packed away so the transporter could leave and I was on my way to my second job of the weekend.

On late arrival at the Porsche garage I found the team had major concerns as Mark had to take major avoiding action to get round an accident directly in front of him. This was a prophesy come true as he had qualified the car seventh on the grid because last year there was also a major accident at the start which he also managed to avoid. With the safety car being brought out there was time to monitor water temperature, oil pressure, tyre temperatures, etc to make sure we had no grass blocking the radiator. The safety car was out for about an hour, whilst the accident was sorted out and the race started properly. The car was running like clockwork with scheduled fuel stops and driver changes. After two stops we had a system worked out at the tyre and driver changes to enable us to get the car out in the minimum time. Due to circumstances we did not get to practice these before hand, so the first two were very shabby. However, we took the lead after the third hour and managed to pull out a few laps over the second place car. All was going well until the sixth hour when we got a call over the radio to say a driveshaft had broken over the far side of the circuit, however the car was still moving slowly back to the pits. As the car arrived in the garage it was followed by the media who, although they had a job to do, were not being very helpful – managing to get in the way at every turn. The average time to change a drive shaft is one and half hours, so although we went flat out, we knew the chance of a win was now very remote. However after an hour and ten minutes the car was back on the ground and leaving the pit lane.

After discussion between us we decided to double stint the drivers with only an hourly fuel stop. We knew this would be marginal on tyre wear as we opted to run a softer compound during the night. This resulted in a lap time significantly faster than our rivals which, over a period of eight hours meant we were well into the top ten by daybreak. Warmer weather on the Sunday morning required a change of tactics, so it was back to stopping every hour for fuel, harder tyres

and driver change as the soft tyres were starting to blister due to heat build up. The car was running like clockwork and with a couple of teams in front of us dropping out, we were back in the lead at the nineteenth hour and pulling away at a steady pace. What a relief after the driveshaft problem had delayed us so long, but all was not well with the brakes. Another call over the radio informed us of a very long and spongy brake pedal and could we have a quick look. With a five lap lead we felt we were safe to bleed the brakes and check pads. Again we were hoping this would clear the problem, but no such luck as the left rear wheel bearing had started to collapse. There was nothing we could do but to send it back out and hope that it would last the final hour now with a two lap lead. Luck was with us as we had a twenty minute safety car period with a short run to the flag and victory.

After all the trials and tribulations with the lead up and the fact we, as a team, were thrown in at the deep end the elation was overwhelming. The drivers worked hard to keep up the pace and we worked hard cutting time off pit stops where we could and keeping one move ahead of the opposition.

I cannot thank Mark at Paragon Porsche enough for the opportunity to be so involved with the team on such a big occasion for them.

John Kemp

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## Ypres 24 Hour Retro Rally 10<sup>th</sup> – 12<sup>th</sup> October 2008

**A**fter a successful debut for the Porsche at Goodwood back in February, Derek Webb and I had planned to compete throughout the year in a limited number of events in Belgium, however, due to unforeseen circumstances we were unable to compete in the Monteberg 'Rally Sprint', Ypres or Flanders rallies.

So we decided to enter the 2<sup>nd</sup> running of 'The Ypres 24hour Retro Rally' during October, organised by the Ypres Rally Retro Organisation (YRRO).

The event was open to pre 1983 cars and attracted an varied entry of some 44 crews with cars such as TR7's, Renault Alpine A110 's, Austin Healey 3000's, Opel Manta's, Escort Mk1 & Mk2's, Porsche 911's, Mini's, BMW's as well as a 1960's Taunus and a 1950's Alpha Romeo.

The format of the event was designed to reflect Belgium rallying in the 1970's and 1980's using many famous stages from that era, which are no longer used competitively, along with several stages still in use on the present day Ypres Rally.

The event schedule consisted of a separate night event 'Avondrit', which was optional, on the Friday evening, followed by the main event over 4 legs on the Saturday and Sunday.

Signing on and official documentation took place at 'The Old Timers Museum' at Reninge northwest of Ypres from 17:00 on the Friday, followed by a short



**Start at Ypres Market** *Aswin Pyck - www.olddtimers.tk*

drive to The Great Market Square, Ypres.

'Avondrit' covered 58.2km, timed at an average speed ranging from 36.9kph to 42.7kph over 4 competitive sections, with the official start (TC1) in The Great Market Square, Ypres at 19:30 finishing in Elverdinge (TC5) some 90 minutes later.

The navigation, which was handed out on your start minute, came in the form of a road book, this utilised tulips, fish bone diagrams and marked maps. On the first competitive section (TC1 – TC2) the first set of tulips worked well as we entered an industrial estate north of Ypres then about half way through the section it all went 'Tits up' as the navigation failed to work, not just for us, but for a great many of the 33 crews who took part.

A great deal of time was lost, retracing the route and trying again and again to make it work, but to no avail, it did not work and crews were trying as many combinations as possible over the estate roads but still nothing was working. So we cut to the following section, a marked map, which worked like clockwork, OK we lost time but found TC2 & TC3.

The third section consisted of a fish bone which worked up until 2/3rds through the navigation and again it all went 'Tits up', however we managed to get quite a few route checks, before due to running late, we cut to the final control (TC5) and as luck had it partially following the correct route to Elverdinge to be greeted by some welcoming news, we were not the only crew who struggled with the navigation and to put it in context a well known euphemism was uttered by one of the Belgian crews 'S\*\*t happens'.

Following a very welcome and tasty cold buffet, it turned out that we were place 23<sup>rd</sup> and the only British crew out of 33 crews on the event, a few points behind an Alpine A310 and ahead of a TR7, if this was an purposed introduction to the event what would the following two days be like!!

The main event commenced bright and early on the Saturday, with a 07:00 start time. I say bright, however thick fog had developed over night, so the drive down to Messen from our base in Loker was interesting since the heater ducts on the Porsche had been removed by the previous owner, so it took a long time for the windscreen and windows to clear .

Those crews who did not take part in 'Avondrit' on the previous night joined us for the ceremonial start at Messen Market for leg 1 (71.7km) and for some reason we had a start number of 11 out of 36 crews.

The road book again consisted of tulips and

marked maps, which worked well over an area south and west of Ypres, finishing at Poperinge Market for a rest halt and snack.

Leg 2 (102km) from Poperinge started very well using a mixture of Tulips, marked maps and fish bones. However the final 4 plots on the fish bone sent many crews, us included, on a merry dance round and round the same loop, disappearing up each others



*Aswin Pyck - www.olddtimers.tk*

exhaust pipes, but as luck has it Derek had brought a map showing the stages when he competed on the 2003 Ypres Rally, which by chance used the same junction and what looked like a cobbled drive to a garden centre actually was a public road and the correct route, which, once taken lead to the control and onto a pub for a half hour break.

The second half of the leg utilised not only tulips and maps but also pace notes, which was an all new ball game, especially de-ciphering some of the symbols and abbreviations used. These took a little time to get used to and were working until 2/3rds through the 44.8km section when it went 'Tits up' and not just for us and try as we might I could not make it work and a goodly amount of time was lost, so we cut to the next section, a marked map, that lead us to the final control for the leg at Dranouter (home of the Monteberg Rally-sprint and Kemmel Stage).

Before the final leg of the day we set of for a well earned buffet at the 'Passim' restaurant Bellewaerde on the outskirts of Ypres.



*Aswin Pyck - www.olddtimers.tk*

Leg 3, the final leg of the day (37.8km) commenced at 20:00 again the road book was in the same format, using tulips, pace notes and marked maps and this time all was working well until the 5<sup>th</sup> junction in on the first competitive section (TC15 – TC16) we were behind a BMW 1602 as we approached what turned out

to be an inverted slot left, the BMW overshot the junction and turned round as we were approaching so Derek stopped and reversed to let the BMW go and then followed by cutting the apex of the junction, but alas unknown to us there was a three foot deep ditch and we ended up with the back wheels of the Porsche in the ditch and the front of the car pointing towards the heavens at an angle of 45 degrees illuminating the night sky.

Several crews, and what seemed like many minutes, passed before a passing local asked if he could be of any help and on the second attempt managed to pull us out of the ditch. Once extricated from the ditch the navigation worked well until another set of

pace notes and since we were running late, we cut from TC18 to TC19 and carried on through the remaining controls to TC21 back at 'Passim' for desert and coffee at around 22:30.

The last of the event (Leg 4 – 136km) started on Sunday at 08:30 from the Old Timers Museum, Reninge, again fog had formed over night, but this time much thicker and did not clear until well into mid-morning. The first section from TC21 – TC22, a marked map, worked well for me however, Derek had his own problems seeing the road through the thick fog and maintaining an average speed of 45kph for the section. An odd-ball fish bone was supposed to take us from TC22 to TC23, but alas after the fifth junction it went 'Tits Up' again for one and all, as we came across the same 6 – 7 crews trying to find the correct route, a great amount of time was lost before one of the organising team spotted us and 4 others crews scratching our heads and instructed us to follow him for a couple of km where upon he pulled over and informed us that there was an error on the navigation catching most of the crews out, so he gave us instructions on where to go in order to get back on the correct route, 5 junction before TC23.

TC23 – TC24 used tulips, these worked well until 1/3<sup>rd</sup> of the way through the section, when good old 'Tits up' prevailed, so much so, that we came across the course opening car and even its crew were unable to make the navigation work. At this point we tagged onto the back of a Yellow Opel Manta, this worked well until we came across an unmanned route check, where you had to get out and stamp the time card and by the time I had done that, got back into the Porsche and belted up the Manta was long gone, so again, due to the time lost, we had to cut to the end of the section at Kippe and to our great surprise we were the 3<sup>rd</sup> car to arrive for a well deserved 30 minute break.

The final two sections TC24 – TC 25 and then on to TC26 worked like clockwork, TC24 – TC25 utilised a marked map followed by tulips for TC25 – TC26, this brought us back to 'Passim', Bellewaerde to were the official reception, 5 course silver service slap up meal and presentation of awards took place.

Over the entire event, including road mileage, we covered just over 600km (380 miles) using some amazing roads and the Porsche did not miss a beat and handled like a dream and as it turned out we finished 27<sup>th</sup> overall out of 36 finishers, still ahead of the TR7 but behind a BMW 1602.



Knowledge of the area was an obvious advantage to the local crews on the event, also the majority of the crews had the use of sat nav systems, which meant when the navigation failed to work they at least knew where they were lost.

Unfortunately Derek and I were booked on the 18:30 ferry, we were able stay for the awards

presentation but had to leave before the main course in order to return to Loker, load the Porsche onto the trailer pay our dues and say farewell to our hosts and depart for Calais.

What are our impressions of the 'Ypres 24 Hour Retro Rally' the organising team ran a tight and well presented event and went out of there way to make us, the only UK crew, very welcome and nothing was to much trouble, especially in translating the information and official bulletins from Flemish into English when required.

It was a great pity that some of the navigation had errors, which the organising team admitted to, when the navigation worked the event was like nothing else I have competed on and the roads around Ypres are absolutely brilliant, the locals have a great affinity and enthusiasm towards rallying and made us all very welcome.

With an entry of 350 euros, it was not cheap, hopefully, in the future there will be an entry package to attract more UK crews, would we do it again, I would like to think so, it would be a great pity so see the event fail to attract a good size entry in the future.

**Archie Pelling  
Co-driver Porsche No11 Ypres 24 Hour  
Retro Rally.**

\*\*\*\*\*  
 \* Q: What's the capital of Ice- \*  
 \* land? \*  
 \* A: About £4.50! \*  
 \*\*\*\*\*

## TRK Twaddle

The end of our competition year is rapidly (too rapidly if you ask me!) so it's time to make sure that I have all the information you can provide – I really don't mind duplications, you'll only get the onset of points, though. I'm still waiting for the software to analyse the 1400 Trophy but that should be soon. Events processed to date are:

Date	Name
01-Apr-19	CMC EACS Endurance Rally
01-May-26	Millbrook Clubmans Rally
11-Jan-08	CDMC 12-car Jan 08
20-Jan-08	CMC Brockley Gymkhana
02-Feb-08	Southdown Stages
09-Feb-08	Wyedean Rally
15-Feb-08	SDMC 12-car Feb 08
16-Feb-08	London Irish Emerald Stages Feb 08
21-Feb-08	SDMC Scatter Feb 08
02-Mar-08	Tour of Epynt
14-Mar-08	B18MC 12-car
20-Mar-08	MMKMC Scatter Mar 08
24-Mar-08	Chieftan Sprint
29-Mar-08	TWMC Lydden Sprint Mar 08
30-Mar-08	CMC Javelin's Jymkhana
03-Apr-08	SDMC April Scatter
06-Apr-08	SDMC North Weald April 08
12-Apr-08	Horiba d'Isis Rally
20-Apr-08	Mini Tempest Rally
20-Apr-08	Mini Tempest
25-Apr-08	CMC Aptil Blossom 12-car
26-Apr-08	Wiscombe Hillclimb
03-May-08	BARC Curborough May 08
04-May-08	Debden
04-May-08	SDMC Weald Car Trial May 4
07-May-08	MMKMC Evening Autotest
08-May-08	SDMC Evening Autotest 8 May
10-May-08	Monte Minor 2020 rally
14-May-08	MMKMC Evening Autotest
18-May-08	Four counties at longcross
18-May-08	Four Counties Rally
24-May-08	Saxmax race 24 May
25-May-08	Saxmax Race May
31-May-08	Severn Valley Stages
07-Jun-08	Abingdon Sprint
08-Jun-08	Abingdon Carnival Rally
14-Jun-08	Neil Benfield Sprint
14-Jun-08	Nmeil Benfield Champ. Sprint
15-Jun-08	Mid Summer Caerwent Rally
25-Jun-08	MMKMC A/test 25 June
28-Jun-08	Ton Hire Sprint
03-Jul-08	Evening Autotest
05-Jul-08	Longleat Hillclimb
12-Jul-08	Mira Sprint
12-Jul-08	Azimghur Stages
17-Jul-08	Evening autotest
19-Jul-08	Llandow Sprint
20-Jul-08	Llys y Fran
20-Jul-08	ERMC Regularity
26-Jul-08	Fat Albert Stages
27-Jul-08	SDMC Autosolo
02-Aug-08	Harry Flatters Rally
03-Aug-08	Summer Autotest Final
06-Aug-08	MMKMC A/test 6/8
16-Aug-08	London Irish Lydden Sprint
16-Aug-08	Wugging Stages
27-Aug-08	MMKMC A/test 27/8
31-Aug-08	North Weald Aug
13-Sep-08	Cadwell Sprint
13-Sep-08	Cadwell Nat A
21-Sep-08	Anniversary Stages
27-Sep-08	Saxmax 27/9
28-Sep-08	Saxmax 28/9

Keep your results coming in please.

Following what was a very well supported North Weald sprint the Rose and Crown table has changed quite a lot and **Daren Hall** no longer leads – that honour now going to **Chris Judge** (hurrah for the oldies!). The fight for second place is still tight, though.

### Rose & Crown points:

Member	Points
Chris Judge	382
Ian Crocker	329
Darren Tyre	327
Daren Hall	320
Matt Oliver	275
Nigel Mead	240
Bill Oliver	214
Matt Endean	199
Chris Penfold	199
Suze Bisping	194
Matthew Randle	192
Darren Clayden	154
Jason Andrews	153
Stephen Thompson	149
David Balderson	144
Jay Grossmith	131
Jonathan Start	130
Bob Gibson	130
Don Scales	117
Andy Elcomb	116
Darren Russell	113
Steve Hatton	109
Andy Webber	108
Iain Gibson	98
Nick Houston	98
Rosemary Mead	97
Daniel Whittington	94
John Kemp	84
Russell Giddings	83
Ralph Travers	82
Chris Scudder	81
Bob Hoare	81
Colin Tester	78
Tracey Niel	73
Jim Giddings	71
David Simpson	60
Kevin Ablitt	55
Mark Calder	52
Tony Gomis	52
Raymond Brown	49
Keith Crocker	45
Clive Cooke	40
Glyn Williams	35
Mick Hopkins	33
Peter Wilks	27
Patrick Bridger	26
John Calder	26
David Newbold	25
Adam Ratcliffe	20
Bradley Maxted	16
Chin Chinnery	15
Andy Kilby	15
Cliff Ratcliffe	13
Colin Billings	10
Duncan May	10
Christopher Wise	10
Ashley Filmer	10
Tony Short	10

### Tyrell-Flemming Non-Speed:

Lorraine's lead is getting even bigger Wow! – But I said that last time too!

Member	Points
Lorraine Chappell	1779
Iain Gibson	955
Andrew Gibson	809
Matt Endean	250
Richard Lee	244
Daren Hall	190
Andy Elcomb	166
Nigel Mummery	152
Allan Sayers	150
Paul Stocker	150
Richard "Archie" Pelling	102
Kevin Ablitt	92
Jay Grossmith	86
Suze Bisping	82
Chin	73
Glyn Williams	56
Nigel Mead	43
Clive Cooke	40
Andy Kilby	40
Rosemary Mead	35
Adam Ratcliffe	30
Tarna Ablitt	27
Vivien Elcomb	20
Gareth Hurford-Jones	10
Emlyn Hurford-Jones	10
Duncan May	10

The **Chalky White Trophy** is coming together but I'm missing some signing-on sheets. So far it looks like this (boring ain't it!)

Member	Points
Chin	20
Philip Fawcett	15
Andy Elcomb	11
Clive Cooke	10
Kerry Simmonds	10
Rosemary Mead	10
Christine Balderson	8
Nigel Mead	7
Colin Shipway	7
Steve Hatton	6
Rees Thompson	5
Gee Dawson	4
Chris Judge	4
David Balderson	3
Tracey Neil	3
Jason Andrews	3
Russell Giddings	3
Darren Tyre	2
Stephen M Thompson	2
Viv Elcomb	2
Jim Giddings	2
Leonard Calver	2
Roger Sawyers	2
Steve Stringer	2
Dawn Travers	2
S Albrow	1
Julie Clayden	1
Andy Kilby	1
Rob Waters	1
Mark Biddle	1
Iain Gibson	1
Patrick Bridger	1

Now is the time to book the date for the Awards Dinner which will be again at the Hadlow Manor on Saturday 31<sup>st</sup> January 2009 – put it in your diary now, or if you don't have a diary which covers that, write it down in big letters somewhere.

## Chin

### ASEMC Speed Championship.

**W**ith just four rounds remaining in the ASEMC Speed Championship, **Andy Webber** looks like he'll be the highest placed Sevenoaks Motor Club member as he is currently lying in 4th place overall and leading his class with ease. **Steve Thompson** is second in the production category, and also scoring points in the modified production class B3 in a TVR 420. **Dave Balderson** is 5th in class with his TVR Tasmin (also in B3). **Bob Hoare** has been out with an historic Singer Chamois Imp in class B1, with myself leading class E10, now that Tony Beesley has very kindly retired his Jedi to concentrate on his road-going Peugeot GTI.

I don't know why more Sevenoaks members do not register with the ASEMC Championship, as most of the rounds that members do are qualifying events. If anyone does want to register for next year and therefore support your local Regional Association, drop me a line on [judgece66@aol.co](mailto:judgece66@aol.co).

The overall championship looks like going down to the wire with Borough 19's Roger Burgess on 156 points with Kim Adams next on 155 and Logan Black following with 151. So, all to play for with these three front runners.

**Chris Judge**  
**ASEMC Speed Championship Co-ordinator.**

### **Oxford Motor Club Commercial Transfer Carfax Stages – Longcross – 23rd November 2008**

Oxford Motor Club requires marshals to assist in the successful running of the 2008 Commercial Transfer Carfax Stages being held at Longcross testing facility on Sunday 23rd November 2008.

The event promises 10 stages over 55 miles, including the unique opportunity of night-time running around the challenging Surrey test track, often made even trickier by the fickle influences of the weather this late in the year.

If you are interested, and available please contact us as follows:

Marshals: Rob Bowsher – Chief Marshal  
Phone: 07787 103405  
Email: [marshalling@oxfordmotorclub.co.uk](mailto:marshalling@oxfordmotorclub.co.uk)

# Speed League Final Table for 2008

## Speed League 2008

Pos	Name	Qualified	28-Mar TWMC	6-Apr 7 Oaks	26-Apr Woodbridge	3-May BARC Mids	4-May Hets	18-May B 19	7-Jun Sutt & Che	14-Jun B 19	28-Jun Bristol	5-Jul Woolbridge	12-Jul MIRA	19-Jul BARC Wal	20-Jul Swansea	3-Aug B 19	31-Aug 7 Oaks	6-Sep TWMC	13-Sep B 19	5-Oct Hets	Ave Score
1	Webber Andrew	Y	11	12	Wiscombe	Curborough	Debdon	Bentwaters	Abingdon	Lydden	C Combe	Longleat	MIRA	Llandow	Lys y Fran	Hefnel	N weald	B Hatch	Cadwell	Debdon	12.58
2	Giddings Jim	Y					9	6	9	6	5	13	11	10	11	13	9	9		9	8.70
2	Giddings Russell	Y					9	9	10	11	7	6					10	13		12	8.70
4	Tyre Darren	Y															14	8	10	14	10.25
5	Balderson David	Y					6	5		13						8	5	6		8	8.25
6	Clayden Darren	Y					7	5		7						6	7	9		6	6.64
6	Andrews Jason	Y					5	8		8						7	6	8		9	7.50
6	Clayden Darren	Y					8	5		5						7	6	8		9	7.50
8	Richardson Gareth	Y			12		8			8						8	4	7	4		10.40
9	Niel Tracey	Y					8			8						5	4	7	4		5.56
10	Randle Matt	Y					8									10	4	7		4	5.56
11	Crocker Ian	Y					14									14	10	7			8.40
12	Judge Chris	Y						9		8							14	7			4.20
13	Start John	Y						11	12			12					12				13.33
13	Tester Colin	Y															12				4.20
15	Gibson Iain	Y									13						13				11.67
16	Thompson Stephen	Y					12														11.67
16	Druce Smith Micheal	Y					7														35.3
18	Brown Ray	Y							9	2								4			12.50
19	Bisping Suze	Y																			25.2
20	Endean Matt	Y																			6.00
21	Mead Nigel	Y																			14.00
22	Kemp John	Y																			17.2
22	Murphy Tom	Y																			14.00
24	Lester Howard	Y																			14.1
24	Gatt Richard	Y																			6.00
24	Wall George	Y																			12.2
27	Brock Darren	Y																			5.50
27	Clover Ian	Y																			11.2
27	Ellis Martin	Y																			11.1
27	Knauman Mike	Y																			9.00
27	Stringer Stephen	Y																			9.1
27	Rawlings John	Y																			9.00
27	Filmer Ashley	Y																			9.1
27	Patten Nigel	Y																			9.00
27	Hill Nicholas	Y																			9.2
27	Billings Collin	Y																			0.00
27	Hall Daren	Y																			0.00
27	Fulks-Greville Chris	Y																			0.00

## Scatter Rally Thursday 16<sup>th</sup> October

Thanks must go to **Nigel and Rosemary Mead** for organising a very good event; nice, clear navigation and it was impossible to go to all points so a proper scatter. The competitors were lucky with the evening weather too, very clean conditions, bright full(ish) moon and no mist made it easier.

Seven crews made it out on the event amongst whom **Darren Tyre & Tracey Niel** were out on their first scatter. The evening's honours however, went to **Andy and Viv Elcomb**. They even swapped seats half way through (Viv suffering from the old "Mal de Navigator", so nobody could claim it was due to 'their navigation' or 'my driving'. There were apparently a few other navigators suffering too, probably due to the wobbly roads along the route.

So let's get more of you out doing these fun events, which are the BEST way to get started on learning how to read a map, call the roads and even to learn how to drive them too.

The next event will be Maidstone's scatter on 20th November from Stonegate, using 188 and covering similar roads to the Mead's event. Contact Tom Solomon - [tomsk24@aol.com](mailto:tomsk24@aol.com)

The December scatter is organised by 7Oaks and is on December 10<sup>th</sup> and will be run by Ian Crocker [ian@seight.com](mailto:ian@seight.com)



### News from the financial markets:

Following the problems with Lehmann Bros, in the sub-prime lending market in America and the run on Northern Rock, HBOS and Bradford & Bingley in the UK, uncertainty has now hit Japan.

In the last 7 days Origami Bank has folded, Sumo Bank has gone belly up and Bonsai Bank announced plans to cut some of its branches.

Yesterday, it was announced that Karaoke Bank is up for sale and will likely go for a song, while today shares in Kamikaze Bank were suspended after they nose-dived.

While Samurai Bank is soldiering on following sharp cutbacks, Ninja Bank is reported to have taken a hit, but they remain in the black.

Furthermore, 500 staff at Karate Bank got the chop and analysts report that there is something fishy going on at Sushi Bank where it is feared that staff may get a raw deal.



### A definition of perspective for those with teenagers!!!

A father passing by his son's bedroom was astonished to see the bed was nicely made, and everything was picked up. Then, he saw an envelope, propped up prominently on the pillow. It was addressed, 'Dad.' With the worst premonition, he opened the envelope and read the letter, with trembling hands.

"Dear Dad,

*It is with great regret and sorrow that I'm writing you. I had to elope with my new girlfriend, because I wanted to avoid a scene with Mum and you. I've been finding real passion with Stacy, and she is so nice, but I knew you would not approve of her, because of all her piercings, tattoos, her tight motorcycle clothes, and because she is so much older than I am. But it's not only the passion, Dad. She's pregnant. Stacy said that we will be very happy. She owns a trailer in the woods, and has a stack of firewood for the whole winter. We share a dream of having many more children.*

*Stacy has opened my eyes to the fact that marijuana doesn't really hurt anyone. We'll be growing it for ourselves, and trading it with the other people in the commune, for all the cocaine and ecstasy we want. In the meantime, we'll pray that science will find a cure for AIDS, so Stacy can get better. She sure deserves it!! Don't worry Dad, I'm 15, and I know how to take care of myself. Someday, I'm sure we'll be back to visit, so you can get to know your many grandchildren.*

*Love your son Ryan.*

*P.S. Dad, none of the above is true. I'm over at George's house. I just wanted to remind you that there are worse things in life than the school report that's on my desk. Call when it is safe for me to come home."*



## Brands Hatch Speed League Round - 6<sup>th</sup> September

**S**o this was the day my talent ran out big-style .....into Paddock!

The day started well when a VW van over-turned in front of me on the A21 on the way to picking up my long suffering father in Tonbridge. Then on the way to Brands, the old man pointed out some bloke with a dog, kicking three dead magpies out of the road near Shipbourne...an omen?

We arrived at Brands and parked next to the PPC magazines matt black Roller that was sprinting at the event...nice! Off to signing on.....Reserve no 5! Took the car over to scrutineering, which took so long, some of us missed the first half of driver's briefing, so I got my dad to run the car into scrutineering.

We left the briefing to find someone seemingly breaking into my car.....it was **Ian Crocker** who was installing **Steve Thompson's** performance meter thingy which I asked to use.

I asked a marshal to find out on his radio about the status of the reserves as there was no news at 8.45 and he suggested going to control tower and asking the organisers, which I promptly did. I had a brief wait for the OK nod from control....yes, I'm in! I get in the car to find no keys! Panic! A quick phone call to find out that my dad had them. I finally get to line up on the start line.

Practice was taken fairly easily, as this was the first ever wet Brands I've done and only my second time there. It was VERY slippery!!!! I got slowed by **Dave Balderson** at the exit of Graham Hill bend, as he was coasting into the sprint exit halfway down the straight between Graham Hill and Clearways. I opened up the throttle again into loads of 4 wheel drifts etc. pretty much everywhere on the circuit, for the rest of practice. Oh, dear what have I got myself into here!!!! The first timed run and the rain had stopped earlier, allowing a dry line to appear, nice! I lined up after a chat with Ray Horan in the pits, set the data logger and blasted off the line. The traction felt good so I pedalled it hard, then, disaster! I felt the car let go a bit at the back, so I throttled up to try and pull it back, but it was not enough and the back came round even more onto the wetter part of the track. I knew I was gravel bound, so I flattened the throttle to get some movement at the front and point the car in straight as opposed to sideways into the gravel at Paddock.....game over.....Schoolboy error!!!

I had gone in very deep, no gears, nothing. There was a long wait to be picked up.....Ray came round and asked/shouted through his crash helmet if I'm ok, which of course I was. Ray then thanked me for going off as the first part of his run was crap and he could get it right next time round. "No probs" I shouted back happy to oblige!!

I was recovered back to the paddock, where my adopted pit crew did a fabulous job of clearing the kitty litter from the brakes air inlet, changed the wheels etc. Ta Ian, Dad, Steve T and Keith!!!!

There was now enough gravel for my driveway..... Second timed run and unfortunately it had been peeing down. I line up and off, this time I flashed round

very well, the car felt good after the 'off' and there was less drift, although loads of rattles as the rest of the gravel trap shook out from the chassis legs etc. There were huge puddles at Graham Hill bend and before Clearways to negotiate before exiting round to the finish and that was it, the end of my day and the last sprint for the Clio.....out with a bang!!!!

I picked up my times to find I'd finished last in class.....oh well. If it had stayed wet I would have got a 1st, but that's a big 'IF'.....!!

### **Matt Randle**



*Going.....*



*Going.....*



*Gone!!*



*Deep in the Kitty litter.....*



*2nd timed lap was wet, wet, wet!!!*

## Class championship table

CLS	NAME	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	TOTAL POINTS (best 6 out of 7 weeks)	RUNNING POSITION	
A	DAREN HALL	15.0	15.0	15.0	11.0	10.9	X	15.0	81.9	1	2008 CHAMPION
A	CHRIS JUDGE	7.1	10.6	7.2	10.0	9.9	X	9.7	54.5	2	1ST IN CLASS
A	STEVE HATTON	9.1	9.6	6.2	X	8.9	8.7	8.7	51.2	3	2ND IN CLASS
A	RICHARD OLSEN	X	X	8.2	9.0	15.0	X	10.7	42.9	4	3RD IN CLASS
A	JAY GROSSMITH	8.1	X	10.2	8.0	X	X	6.7	33.0	5	
A	DAVID JUDGE	X	8.6	3.2	4.0	6.9	X	X	22.7	6	
A	JON JOHNSTONE	11.1	X	11.2	X	X	0.0	X	22.3	7	
A	EMMA OLSEN	X	X	4.2	X	7.9	X	7.7	19.8	8	
A	ADAM RATCLIFFE	X	X	X	1.0	4.9	5.7	5.7	17.3	9	JUNIOR
A	TIM BATEMAN	4.1	X	5.2	7.0	X	X	X	16.3	10	
A	MICK ROSE	6.1	7.6	X	X	X	X	X	13.7	11	
A	BRIAN GRANT	X	X	X	X	5.9	7.7	X	13.6	12	
A	THOMAS GRANT	X	X	X	X	3.9	9.7	X	13.6	13	JUNIOR
A	DECLAN BATEMAN	10.1	X	1.2	X	X	X	X	11.3	14	JUNIOR
A	IAN MEPHAM	X	X	9.2	X	X	X	X	9.2	15	
A	ROSS MCCARTNEY	2.1	6.6	X	X	X	X	X	8.7	16	
A	JAMES BATEMAN	X	X	2.2	6.0	X	X	X	8.2	17	JUNIOR
A	CLIFF RATCLIFFE	X	X	X	X	X	6.7	X	6.7	18	
A	LUCIE BATEMAN	3.1	X	X	2.0	X	X	X	5.1	19	JUNIOR
A	RICHARD WEST	5.1	X	X	X	X	X	X	5.1	19	
A	BRADLEY MAXTED	X	X	X	3.0	X	X	X	3.0	21	
B	MIKE THOMAS	11.3	11.9	11.3	15.0	X	9.9	9.8	69.2	1	1ST IN CLASS
B	BRIAN SHARPE	7.3	X	9.3	10.4	9.9	15.0	10.8	62.7	2	2ND IN CLASS
B	CHRIS PENFOLD	X	10.9	10.3	11.4	8.9	10.9	8.8	61.2	3	3RD IN CLASS
B	RICHARD WEST	X	6.9	8.3	8.4	10.9	6.9	0.0	41.4	4	
B	IAN MEPHAM	10.3	8.9	X	9.4	X	X	X	28.6	5	
B	JOHN CHURCH	X	0.0	7.3	7.4	5.9	5.9	0.0	26.5	6	
B	MATT ENDEAN	9.3	9.9	X	X	X	X	X	19.2	7	
B	RALPH TRAVERS	X	X	4.3	6.4	X	X	7.8	18.5	8	
B	SAMM KEELEY	5.3	3.9	X	5.4	X	X	X	14.6	9	
B	ANDY DONN	X	X	X	X	4.9	8.9	X	13.8	10	
B	JIM PULLAR	X	4.9	X	X	X	7.9	X	12.8	11	

**Class championship table**

**SEVENOAKS DMC**

CLS	NAME	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	TOTAL POINTS (best 6 out of 7 weeks)	RUNNING POSITION		
B	RICHARD SCOTT	2.3	0.0	6.3	2.4	x	x	x	11.0	13		JUNIOR
B	PETER WILKS	1.3	x	1.3	1.4	6.9	x	x	10.9	14		
B	RICH BAKER	8.3	x	x	x	x	x	x	8.3	15		
B	ALICIA SCOTT	1.3	0.0	2.3	1.4	2.9	x	x	7.9	16		JUNIOR
B	DARREN RUSSELL	x	7.9	x	x	x	x	x	7.9	16		
B	DANIEL WHITTINGTON	3.3	0.0	x	4.4	x	x	x	7.7	18		
B	SUZE BISPING	4.3	2.9	x	x	x	x	x	7.2	19		JUNIOR
B	DAVID BALDERSON	x	x	x	x	x	x	6.8	6.8	20		
B	PETER BAYLIS	x	0.0	5.3	x	x	x	x	5.3	21		
B	TOM WEST	x	x	x	x	x	4.9	x	4.9	22		JUNIOR
B	DAVID SIMPSON	x	x	x	3.4	x	x	x	3.4	23		
B	DANIEL BRYCE	x	0.0	3.3	x	x	x	x	3.3	24		JUNIOR
B	DEAN COOPER	x	1.9	x	x	x	x	x	1.9	25		
B	CHRIS WISE	1.3	x	x	x	x	x	x	1.3	26		
B	ASHLEY BUSHEL	x	x	1.3	x	x	x	x	1.3	26		JUNIOR
B	HENRY NASH	x	0.0	x	x	x	x	x	0.0	28		
B	TIM BATEMAN	x	0.0	x	x	x	x	x	0.0	28		
D	ROBERT SHARPE	x	10.4	10.2	10.2	10.4	10.2	10.1	61.5	1		1ST IN CLASS
D	SIMON MCCARTHY	x	8.4	9.2	9.2	9.4	x	x	36.2	2		2ND IN CLASS
D	RICHARD OLSEN	x	9.4	x	x	x	x	x	9.4	3		
D	ANDY KILBY	x	x	x	x	x	9.2	x	9.2	4		
D	KEITH YOUNG	x	x	x	x	8.4	x	x	8.4	5		
D	EMMA OLSEN	x	7.4	x	x	x	x	x	7.4	6		
D	JAMES MCCARTHY	x	x	x	x	7.4	x	x	7.4	6		
E	STEVE THOMPSON	10.1	10.1	9.2	7.6	x	10.1	9.2	56.3	1		1ST IN CLASS
E	DARREN TYRE	x	x	10.2	6.6	10.1	x	x	26.9	2		2ND IN CLASS
E	ANTHONY BLYTH	x	x	x	10.6	x	x	x	10.6	3		
E	DAVID SIMPSON	x	x	x	x	x	x	10.2	10.2	4		
E	PETER BAYLIS	x	x	x	9.6	x	x	x	9.6	5		
E	CATHY SIMPSON	x	x	x	8.6	x	x	x	8.6	6		
E	ANDY ELCOMB	x	x	x	5.6	x	x	x	5.6	7		



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[adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)

### **Karting kids**

Just three months since its launch, the Let's Go Karting scheme has attracted more than 1,000 children to have a go at karting for £5. Let's Go Karting is an MSA funded initiative to attract young people to gain their first experience of karting without having to make an up-front commitment to acquire a race kart and associated safety equipment. 16 venues around the UK have signed up to operate the programme and they have received financial support to purchase equipment, train instructors and run the events.

[www.LetsGoKarting.net](http://www.LetsGoKarting.net)

### **Reid has new role**

The MSA has appointed former World Rally Champion co-driver, Robert Reid, to the new role of Performance Director. The MSA Performance Director will be the figurehead for all Human Performance within motor sport and will set the strategy for all MSA sports performance initiatives.

### **WRGB ticket sales up**

Spectator ticket sales for December's Wales Rally GB are well ahead of comparable figures for the same time last year. In particular, the Kids for a Quid ticket offer for seats in the upper tier of the Millennium Stadium to watch the flat-out Cardiff Special Stage on Saturday 6th is proving to be very popular. Kids for a Quid tickets are also available to families who plan to visit the Service Park in Swansea's SA1 Waterfront development on Thursday 4th, Friday 5th, Saturday 6th and Sunday 7th December.

Sales of Friday Day Passes are also up, influenced by the inclusion of historically popular special stages in mid Wales, which have not been used since 2000.

Tickets can be purchased in any of three ways:

via the official website [www.walesrallygb.com](http://www.walesrallygb.com)

by calling the 24-hour ticket hotline on 0844 847 2251

or in person from Ticketline, 47 Westgate Street, Cardiff, CF10 1TL which is open Monday to Friday 9am-6pm, Saturday 9am-5.30pm, Sunday 10am-4pm.

### **Volunteers needed**

Up to 70,000 volunteers will be needed to help put on the London 2012 Olympics and Paralympics and the organising team will be starting recruitment in 2010 from a range of communities and backgrounds, including motor sport marshals. All volunteers will get the opportunity to attend training, whether as specialist volunteers (e.g. existing MSA marshals

or medics) or as general volunteers (roles in event services, Olympic Village operations etc.).

Particular skill areas currently of interest to the organisers include: medical, language services, spectator services, technology, press operations, transport and accreditation. Further information is available at the London 2012 website below, where you can register your initial interest in volunteering to assist with this world-class event.

[www.london2012.com/get-involved/volunteering/the-volunteer-programme.php](http://www.london2012.com/get-involved/volunteering/the-volunteer-programme.php)

### **Symes' promotion**

John Symes has been promoted to MSA Technical Director. Reporting directly to the MSA Chief Executive, Symes will take a more strategic role in setting the MSA's future policies on technical and risk management issues and will be responsible for the MSA's environmental positioning.

### **Allied bodies**

The Motorsport Alliance is a new, joint initiative between the MSA, the Auto Cycle Union (UK governing body of two wheel motorcycle sport) and the Motorsport Industry Association (the UK's industry association for motor sport).

The Motorsport Alliance will allow the MSA, ACU and MIA to speak, when appropriate or necessary, on behalf of the whole of UK motor sport - with a single voice.

### **Extracts from MSA Scrutineers E-Bulletin #35**

#### **1. Pipelines in Vehicle driver/passenger compartments**

[MSA Regulations] [C(b)] 16, 18 and 19 cover the topic of fluid lines passing through vehicle driver/passenger compartments. The requirements apply to all fluid lines, thus the suggestion, as was recently made, "it's only the return line" makes no difference, the requirement is the same as for any pipeline.

#### **2. Single Mounting and Merged Harnesses**

We would like to remind you that it is not permitted for harnesses equipped with separate shoulder straps to fix the two straps to a single anchorage point. There must be separate anchorage points for each belt strap. It is permitted to fit the two harness straps to a purpose built horizontal harness mounting tube providing the angle of inclination set out in the regulations is respected.

### ***e-Wheels***

Word and pdf versions of previous *e-Wheels* can be downloaded from the MSA website [www.msauk.org](http://www.msauk.org) by clicking on MSA publications>Wheels>e-Wheels.

ENDS.