



Founded 1954

The Acorn

September 2008

The Sevenoaks & District Motor Club



Above:
Graham Smith does a route check.

Below:
Steve Thompson's Alfa takes a run.



Above: *Simon Sloane in Steve Stringer's Golf.*



Below: *Darren Russell tries to get better traction on three wheels.*

Scenes from the Autosolo July 2008

Sevenoaks and District Motor Club Ltd.

PRESIDENT: J Symes

VICE PRESIDENT: V Eford

ACORN MAGAZINE September 2008

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

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PLEASE NOTE: COPY DATE FOR OCTOBER ACORN WILL BE 15TH SEPTEMBER

You can e-mail copy to 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 17th September 2008

Film Night –The nostalgia will flow –Crystal Palace/Valamce/Rally of Kent etc
The Bell, Kemsing 8.30pm. Bring anything interesting along –video/DVD

CCC

I was right! The Auto SOLO was great fun. It was a very summery day with high temperatures and plenty of sunshine, which was a bit tiresome for the very hardworking marshals while they were on the start and finish. The joy of these events is that they are so simple to run and to compete on – no high level safety requirements (you shouldn't be getting out of second gear) so much cheaper and easier. Well done **Andy Elcomb** and the team.

The following weekend was the last round of the Summer Autotest Series and we had a reasonable turnout considering that we were into the holiday season (whatever that may be). **Stacey Thompson** has done so much work to make this series a success – thanks Stacey.

Two weeks later I was again at Lydden Hill as club steward, this time for London Irish Motor Club's first attempt at running a sprint. It was run as one event over two days but without being a round of any championship the entry was very low at about fifty despite an entry fee of only £100 for both days. **Matt** and **Bill Oliver** were there trying out the Gould and, of course, Matt took FTD on his first run. They had gearbox problems (I found them sitting by the car drilling holes in a very expensive gearbox end cover!) which limited their runs. Watching Matt coming out of Chessons and powering it down to Devils Elbow was truly awesome – skilled, brave, committed – he's all of these which, I guess, is why he is a champion and fighting for the lead this year too – keep it up, Matt, we're proud of you (and of the support from the family on what is a comparatively low budget yet highly successful campaign).

On the social side, some of you heeded my plea for more to join in the fun and we had a good turnout at the Crown in Seal for a very wet Bat & Trap evening. The heavy rain didn't put us off but I'm sure it contributed to the amount of cheating that took place by both teams. Next time we'll appoint a steward – but then he'd need to know the rules which would be a problem! Thanks again to **Dawn Travers** for organising this and to the Crown for good beer, good food and good fun.

I suspect that you'll see elsewhere in this edition several pleas for help with the various activities we put on. We also need a Social Secretary as **Dan Whittington** is flitting all over the place for his work and needs to be relieved, if you see what I mean. We also need someone to take over the Acorn publication as Dawn's life is getting more hectic as her work and family commitments increase. Much as I disapprove of the press in general, the Acorn is an excellent example of club communication, one of the best in the country and, although there is quite a bit of work involved there is lots of help available from the rest of the committee. If you have a PC or laptop and would like to give it a go, give Dawn a phone call and talk it through with her.

Our North Weald to be run on 31st Aug is filling up rapidly with nearly 70 entries despite the economic doom and gloom. **Karen Webber**, who is the Entries Secretary has had a good response to the Cadwell sprint too so it's good to see you lot, and our friends in

other local clubs, having a go. Well, that's all Folks!

Chin

Editorial Ramblings

Brrrr...what happened to the weather? When I last put digit to keyboard we had had one of the hottest days of the summer at our Autosolo and then....well I am sure you have all had to dry out regularly too, not just us in rainy Redhill.

Our most recent social night at the Crown in Seal Village was very soggy, but fourteen sociable types braved the rain, as described by Chin previously. We were very British and carried on regardless. Well done to all of you and I hoped you enjoyed the evening as much as I did, despite feeling soggy on the way home. There are some photos of the evening in this edition from Ian Crocker, who bravely brought his new camera out to play.

You know what will happen, we will have a beautiful evening for the September social, the nostalgia film night, when we will be indoors at The Bell. However the beer garden is quite decent for those who want a bit of fresh air. Please join us for the evening for a hark back to the good old days.

Last month I mentioned starting a series of articles on not just being a competitor, but being an organiser or helper at our events as well. As we are coming into the winter event season, the first part is on appropriately, how to help at our scatters, 12 cars and car trials. I hope you find it helpful and that it will spur you into action to expand the numbers of volunteers in motorsport in general and our club events in particular. We really do need you.

Chin had mentioned the North Weald sprint already but our next event is the Weald multi-venue trial on October 12th. **Clive Cooke** needs help, so if you are not considering entering, please come and help out somewhere and if you are a speed league competitor, it will be your last chance to get that qualification for an award.

Finally, as Chin has mentioned, I have requested a sabbatical from Acorn at the end of this year. The magazine has evolved a lot since 2000 when I took over and is now a very electronic animal, which has streamlined the process of producing it, but does mean that whoever takes it on, does need a computer and access to the internet on broadband. We can set you up with the software. I use MS Publisher and Adobe Acrobat as the main software to produce the copy. I am happy to sit alongside anyone interested and show them the ropes, if they are not familiar with either of these. Publisher is great and pretty easy to pick up. I remember not having had any contact with this programme before Chin showed me and I soon got the hang of it. Please give me a ring and talk it through if you are at all interested in giving it a go.

Hope to have caught up with some of you at North Weald. TTFN.

Dawn Travers





COMPETITION CALENDAR 2008 FORTHCOMING EVENTS



.DATE	EVENT	ORGANISING CLUB / Contact	LOCATION	Status	Open To / Champ Round
7th September	Treasure Hunt	Croydon DMC: Graham Smith Tel: 01291 623708. Email: grahamsmithatdg@hotmail.com	Sevenoaks area	CS	
13th September	Sprint	Sevenoaks & DMC/B19: Entries—Karen Webber kes.web1@tesco.net	Cadwell, Lincolnshire	Nat A / Nat B	Speed League; AEMC; ASEMC
21st September	Car Trial	Croydon & DMC (Weald MC): John Lloyd lloydridge@aol.com	Further fields Farm, Leeds, Kent	CS	
21st September	Downs Historic Rally / Downs Trophy Rally	Eastbourne and Ram MC (Weald MC): Entries Sec John Mace Email: downshistoric@aol.com or phone: 01323 729606	Start & Finish The Treacle Mine Pub, Polegate, East Sussex	Club-mans / Clubsport	
21st September	Anniversary Stages	Bexley Light Car Club: Regs from Betty Webb 0208 303 7965 website: www.bexleylightcarclub.co.uk	Longcross, Chertsey, Surrey	Nat B	Wally's Wagon Tarmac Stage Champ; AEMC Rally Champ.
21st September	Sprint	Harrow Car Club: Comp Sec Spencer Stevens Tel: 01256 413735	North Weald, Nr Epping, Essex	Nat B	AEMC
28th September	Sprint	B19 MC: Comp Sec John Sharpe 01206 728272 (jmsharpb19@hotmail.co.uk)	North Weald, Nr Epping, Essex	Nat B	AEMC; ASEMC; ACSMC
28th September	Car Trial	Eastbourne and Ram MC (Weald MC): Contact Tim Smith on 01424 222662 or email ermccontact@aol.com	TBC	CS	
4th October	Sprint	BARC Midlands: Noreen Ward 01455 824494 Email: noreenward@tiscali.co.uk	Curborough	Nat B	ASEMC; 7Oaks invited Club
4th October	Sprint	BARC SE: Cheryl Tilbury Tel (Mobile) 07982 187650 or email: cheryl_tilbury@hotmail.com	Lydden	Nat B	AEMC; ASEMC
5th October	Sprint	Herts County ACC: info@hertscountyaac.co.uk	Debden	Nat B	AEMC; ASEMC; Speed League
5th October	Sprint	Farnborough DMC: Comp. Sec Brian Stevens Tel: 01252 522143	Eelmoor	Nat B	Associations
10th October	12 Car Rally	Weald MC (Croydon & DMC): Pete Turner Wk: 01883 623465. Mobile: 07778 857160 Email: apt.design@btinternet.com	TBC	CS	
12th October	Multi Venue Car Trial	Weald MC(7Oaks/B19/MMKCC/Croydon): Clive Cooke 01732 353814 clive.v.cooke@virgin.net	Various Venues	CS	
12th October	Car Trial	Weald MC (B19 MC): Jane Anthony 01474 852779 jane_b19@hotmail.com	Chapman's Hill, Ridley, Nr Meopham, Kent	CS	
16th October	Scatter Rally	Weald MC(7Oaks): Nigel & Rosemary Mead 01892 832420 secretary@sevenoaksmotorclub.com	TBC	CS	
19th October	12 Car Regularity Run	Blackpalfrey MC (Weald MC): See www.blackpalfrey.co.uk for more details	TBC	CS	
25th October	Sprint	Rochester MC(SEMSEC): Angela Pickard Tel: 01634 262641	Lydden Hill	Nat B	
14th November	12 Car Rally	Weald MC (7Oaks & DMC): Phil Fawcett Email: marshal_7oaks@hotmail.co.uk Mobile No: 07840 523439	TBC	CS	
20th November	Scatter Rally	Weald MC (Maidstone & MKCC): TBC	TBC	CS	

For further information contact :-

Competition Secretary: Ian Crocker 01892 546006 email: ian@seight.com

Speed League contact : David Balderson, 01689 601661 email: balderson@ntlworld.com

Eastbourne & RAM MC Summer Regularity:

Details on website
www.eastbourneandrammc.co.uk
then go to the summer regularity
page (all starts 09:00).

Sunday 14th September

Contact Tim Smith on
01424 222662 or email
ermccontact@aol.com

Event News



Bexley Light Car Club are pleased to announce they will again running the **Artificial Lawn Company ANNIVERSARY STAGES** on **SUNDAY 21st September 2008** at **Longcross**, near Chertsey. The Anniversary Stages will be a single venue tarmac event at Longcross test track, which is off the B386 (next to the M3).

Usual format is being used with 8 stages being run, with stage mileage around 60 miles and the club are looking for Marshals, Start / Finish crews for the event and it would be good to see you there if you are free on the 21st. Marshals signing on will be between 7.15am and 8am, in the visitors car park, by the front gate, with 1st car due at 10am and last stage will close by 17.30, (No spectators are allowed on this venue).

If you are able to assist us on the event please let me know your address, email and mobile phone details and how many people you will bring along with you. If you are thinking about entering the event Regulations are available now on the Bexley LCC website www.bexleylightcarclub.co.uk/

Martyn Nutt—Chief Marshal
Home telephone – 01689-818488
Mobile - 07768 467163 Email – m.nutt@sky.com

Scatter Season 2008-09

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

Thursday 16th October 2008	SDMC
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

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 10th October 2008	CDMC
Friday 14th November 2008	7Oaks
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

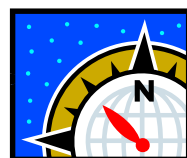
Main organisers for each of the organising Weald clubs will be:

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

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

Entries for the Borough 18 promoted events to:
Roger McKenzie, Tel: 01732 884312.
Email: 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.freemove.co.uk



Regs and entry form available to download from

www.sevenoaksmotorclub.com

Classic Car Hire

Dear Dawn

Just a quick note to tell our members of a new Classic Car Hire club that has been set up recent re-joined member **Graham Faggetter**.

For a special introductory annual subscription £2950 (full price £3650) you get 30 days use a year, with only £500 insurance excess.

Called The Avebury Collection, they are based at Biggin Hill and their cars include a Ferrai 328GT5; Jaguar E-Type roadster and a Merceded Benz 190?SL Roadster.

For more details call Amanda on 0800 013 2314 or 07908 543747. They also have a website www.theaveburycollection.co.uk

Yours sincerely
Chris Dennis



A-Corny Joke

Two Mexicans are stuck in the desert, wandering aimlessly and close to death. They are close to just lying down and waiting for the inevitable, when all of a sudden..

"Hey Pepe, do you smell what I smell? Ees bacon I ahm sure of eet."

"Si, Luis eet smells like bacon to meee".

So, with renewed strength, they struggle up the next sand dune, and there, in the distance, is a tree loaded with bacon. There's raw bacon, dripping with moisture, there's fried bacon, back bacon, double smoked bacon... every imaginable kind of cured pig meat.

"Pepe, Pepe, we ees saved! Eet EES a bacon tree!"

"Luis, are you sure ees not a meerage?; We ees in the desert don't forget."

"Pepe when deed you ever hear of a meerage that smeell like bacon...ees no meerage, ees a bacon tree". And with that ...Luis races toward the tree.

He gets to within 5 meters, with Pepe following closely behind, when all of a sudden a machine gun opens up and Luis is cut down in his tracks. It is clear he is mortally wounded but, true friend that he is, he manages to warn Pepe with his dying breath.

"Pepe...go back man, you was right...ees not a bacon tree."

"Luis, Luis, mi amigo...what ees it?"

"Pepe...ees not a bacon tree, eees... eees... Eees a Ham Bush!"



Club Social Calendar 2008

What's On?

Wednesday 17th September
Film Night at The Bell, Kemsing



A hark back to the good old days using modern technology. If anyone has anything of interest, Valence, Crystal Palace, Rally of Kent, Le Mans etc on DVD please let us know and bring them along.

Wednesday 15th October
Speed League Evening
The Bell, Kemsing starts from 8.30pm

W/C 27th October
(Schools Half term holiday week) We age going to try again for a Scalectrix evening. To be confirmed.



Wednesday 19th November
2008 Summer Autotest Awards evening at The Bell, Kemsing, 8.30pm start

Wednesday 17th December

Seasonal Noggin & Natter at
The Bell, Kemsing



If anyone has any ideas about how to fill the forthcoming social nights, please let a committee member know. We are still looking for someone to take on the role of Social Secretary, so if you are sociable, a good communicator and interested, this not too onerous committee position could be yours. Give us a call to find out more.

Volunteering—What's in it for you?

So, you are reading the latest edition of Acorn magazine and you are looking at the notices and events sections with its pleas for helpers, volunteers and organisers for forthcoming events.... "Without your support..." they cry "...we can't run the event."

That'll never happen, you think, there is always someone to do it. Well there is and that someone is you.

Some stats: Did you know that you spend on average **2,592 hours** asleep each year? Or that you also spend **1,139 hours** surfing the net (although for some members on the chat forum double that—LOL!) How about the **895 hours** each year spent watching TV and **1,092 hours** doing housework if you're a woman or **510 hours** doing the housework if you are a man!!!

Do you think you could spare 10 hours of that to help your motor club? That is the committee's challenge to our members for the rest of 2008 and into 2009.

The speed season may be coming to an end but there are still the winter events to organise and of course we need to plan ahead for next season and get our organisers and volunteers in place. Can you commit to helping at just one of these events?

No, don't turn the page, please read on. You think you've heard it all before but perhaps if we break down the help we need, you will then think, "Yeah I can do that".

Over the next couple of issues, I will endeavour to lay out some guidelines as to what is needed to put together various events, along with the personnel and volunteer hours needed to make it successful. So we'll start with the grassroots winter events.

Scatter Rallies

Have you been competing in these fun navigational events for a number of years and have thought you would like to have a go at putting one on but you're not sure where to start? Here's a quick guide to organising a Scatter event.



Volunteers hours: 10 to 12 plus the actual evening of the event approx 4 hours (arrive 7.30pm, cars away at 8pm, finish at 10.30pm, results before closing time!).

- ☺ You will need an up to date Ordnance Survey map of the area you wish to use and select an area about 1/4 size of the map.
- ☺ Go out and about in this area and hunt for suitable clues spread randomly about the area. This is probably the most time consuming bit but it can be very pleasant if you take someone with you and find a nice place to stop for a drink or a meal halfway round.
- ☺ Choose clues that look permanent—road sign mileage, fire hydrant numbers, telegraph pole numbers for example. Work out the grid references for these clues. Taking a photograph of the answer is helpful in case of any query at the event. You will need between 28 to 32 clues.

Remember your participants need to be able to visit ¾ of the available clues.

- ☺ A very important one this, find a nice pub in the area as your start/finish base. You as the organiser will be there for the duration of the event, about 3-4 hours, so make sure they have food if you want to treat yourself to a meal and take some company to make an evening of it. You will need to check with the landlord that it is okay to use the pub for the event, explain how many people will be there and the timings, and ask if it will be okay to announce results etc.
- ☺ Sit down and work out some navigation to go with each clue, use a mixture of straightforward grid references, coded references such as using alphabetic code or using local features on the map.
- ☺ Write the questions to go with the answers.
- ☺ Print off the paperwork. The scatters have been getting between 4 and 12 entries, but are getting popular again. Entry forms should be made available for people to complete on the night.
- ☺ Templates for question and answer sheets are available from **Chin** or **Ian Crocker**. You will need to check with the Competition Secretary before the event with regards to what is needed with official paperwork such as signing on sheets, permit paperwork etc. Don't forget to let the Acorn Editor know as soon as you have a venue so it can be advertised to Weald members in good time to get lots of support.
- ☺ You may want to have some sort of tie breaker in case—not really official but useful.

Who to ask for help: Andy Elcomb, Chris Scudder, Chin, Ian Crocker

We are running Scatter events on the following dates during 2008/09— Thursday 16th October (organiser sorted for this one—thank you to **Nigel and Rosemary Mead** for giving it a go...their first time); Thursday 11th December; Thursday 19th February '09 and Thursday 2nd April '09.

If you would like to have a go at organising one, please let Chin or myself know as soon as possible. The earlier you volunteer, the more time you have to put it together at your leisure.

12 Car Rallies

Volunteer hours: Probably double that of a scatter plus the actual event—7pm at the start till closing time at the pub!!

Personnel needed: Entries/Event Sec;

Marshals for the start/time controls including some one to organise the marshals at signing on—ideally about 12-15 bodies (our Chief Marshal **Phil Fawcett** can help with this);

Course opening/closing crew—to help with setting out the code boards/time controls. Closing car could be the marshals on TC 1 or 2.

Venues needed: A start venue which can take 15 to 20 cars a friendly garage or a large lay-by. The finish

is usually a pub near the last TC (time control).

Equipment: Code boards and stakes from our stock, plus timecards (**Chin** will produce these) and route instructions for the crews.

12 cars do have more to organise, need more personnel and more paperwork, but this can easily be shared between a couple of people.

There are members within the club who have lots of experience to help you through your first event. If you feel the responsibility would be too daunting, you could start by offering to help one of our more experienced organisers, such as **Chin**, **Chris Scudder** or **Colin Billings**. I am sure there are others who can offer help and advice and we can put you in touch with them, just make that all important first contact to find out more.

If we don't get more people learning the ropes then these events will not get run in the future.

The events coming up that 7Oaks are running for the Weald series this winter are: 14th November (which **Phil Fawcett**, our Chief Marshal has offered to have another go at organising with **Chin** although we will of course need marshals and course opening etc). The other one is on **Friday 13th March 2009**. This may seem like a long way off but if you volunteer to help or shadow now you will have plenty of time to learn the ropes and find out what's involved.

Car Trials

I guess you could think of these as the winter equivalent to our grass Autotests with hills! Great fun to compete in and very sociable to help at too.

Volunteer hours:

24 – 36 spread amongst the team of people described below, plus the event day itself 8am till 5pm, give or take.

Personnel needed:

Clerk of the Course—someone to design and set out the hills and generally be in charge.

Event/Entries Secretary—to organise the bookings and entries and can be combined with the above but is better if spread between two people;

Marshals— for the hills, approx 12 but more would ensure everyone gets regular breaks.

Scrutineer—someone who can check the cars are safe and suitable for the event.

Who to ask for help:

Clive Cooke and **John Kemp** are just two of the very experienced trialling members who can give help and advice about all aspects of trialling including hill design and clerking. I am sure there are a few others I can't think of whilst typing, but we can put you in touch with someone who you could shadow or speak to. Myself (**Dawn**) and **Stacey Thompson** can give help on the admin side, entries, results etc. Although we are both relative novices at this, we found it is easy to pick up and run with, if you like admin and dealing with people.

Clive put together a very good "How to run a Trial" guide which I found very helpful on my first time.

So that's it for this month hopefully something for you all to inwardly digest and I hope that the commit-

tee telephones will be ringing off the hook with enquiries. And remember, **NO Volunteers, NO events!** If you are thinking "Someone else will do it, they don't need me," and everyone else in the club thinks the same, there will be no events for you as a club member to compete in.

Getting back to the answer to my original question at the beginning of this article "**Volunteering—What's in it for you?**" - well how about this—well run, enjoyable events that are exciting, fun and sociable; the warm glow you get after receiving the thanks from competitors who have enjoyed and appreciated the effort you put in for their benefit; being able to bring new ideas to tried and tested formulas and the feeling of achievement that brings. Believe me these are worth volunteering for and you'll get all this from just a minimum of 10 to 12 hours work.



Looking forward to hearing from you very soon.

Dawn Travers

Next month: What's involved guides to Speed events, Autosolo and Autotests.

An Essex shopkeeper is looking out of his shop window when a council pick up truck parks across the road and out step two blonde female workers complete with hard hats and hi vis jackets. The first blonde takes a spade from the truck and digs a hole in the pavement, then moves on twenty yards, meanwhile the second blonde fills the hole back in and neatly pats down the soil before moving on. The shopkeeper is fascinated as the two girls repeat the procedure every twenty yards all the way up the high street, eventually the girls cross the road and start working back down the pavement, each time the first blonde digs the hole and the second blonde neatly fills it back in before moving on! Eventually they arrive outside the shop and the shopkeeper can no longer contain his curiosity, so he steps outside and asks "Excuse me for asking ladies but what on earth are you doing?" The first Blonde looks up from her digging and says..... "Well normally we work in a team of three but the girl who plants the tree in the hole is off today."

ASEMC/ACSMC Tarmac Rally Championship 2008 (with "Team G-Tec")

In last month's magazine, I gave my account so far from a competitor's perspective. The popular southern-based rally championship started back in January with the Breen Stages rally near Weston Super Mare, with the final round due to be held at Rockingham in mid-December.

Of the 11 qualifying rounds, competitors may count only their best 8 scores and I had teamed up with Bournemouth-based Dean Thomas, a former class winner in this championship, with his unique GTM-Honda. Missing the first two rounds, the goal for **Team G-Tec** was to see how competitive we could be in 2008 and maybe take a class win in this championship.

Our championship season started at Longcross with championship round 3, where we finished 16th overall and 1st in class. The same pattern continued through to round 6; with strong overall placings and a class-win each time. After the CARnival event at Abingdon, Team G-Tec had taken 5 class wins from 5 starts and we were now leading Class B in the championship, just where we aimed to be.

After Abingdon, the championship contenders enjoyed a six week break before heading westwards for the next three qualifying rounds, all in Wiltshire.

Round 7 – Azimghur (Colerne)

I have to say it, but this event always runs to schedule and delivery of their interim results was superb. As team managers will tell you, interim results were particularly important to accurately monitor other contenders in Class B. As a yardstick, we also monitor the times of other competitors in Class A, namely Abi Mahmood's Nissan Micra kit car; Sevenoaks & DMC's Gibson brothers in their Class C Honda Civic Type-R; and Kev Carr/Brett Wookey in the Class D Escort BDA. Purely for fun, we also monitored anything else which might be entered on the day, ie Aston Martin Rally GT; Metro 6R4; Darrian; Porsche 911; RS200 and plan our attack against them too!

A brace of Aston Martin GTs had been entered at Colerne. They looked and sounded beautiful, but the Aston team were just a bit peeved as our tiny GTM was soundly beating both of them on the overall time sheets even as late as stage 5. Considering just one of the replacement struts hanging in the back of their service truck was probably worth more than our entire car, support van, and trailer combined, they were not too pleased when I pointed this out to them. From stage 6, the David Appleby car (and sponsor of the event) finally located the loud-pedal, hauled his Aston ahead of our GTM and finally slotted it into 8th overall. We were pleased with our 12th overall placing and another win in class B.

5 class wins from 5 starts and our closest class rival was over two minutes behind – not bad.

Round 8 – Fat Albert Stages Rally (Keevil)

Like Abingdon, this was another very hot day. The "easy-up" was placed behind the trailer (to shelter from the sun as opposed to rain this time) and anchored down with weights. A 20 litre water bottle was to be used as an anchor, but that was quickly consumed in the heat. No sign of the Aston Martin GTs this time, but there were a couple of Porsche 911s entered instead and they sounded beautiful too! The suspension was raised slightly on the low slung GTM to cope with the unusually rough terrain on Keevil's twisty sections.

Stage 1 ... Stuart Fossey (Escort) went out after losing a wheel, and the GTM....er....would you believe 4th overall! We were still 4th after S2, but then the quick boys started to wake-up and found their pace. It was a simple case of try and keep up with them as best we could but we slipped slowly back down the overall listings. Unlike other championship events, the Fat Albert was scheduled to run 10 stages and many competitors suffered from the heat towards the end.

The GTM took some slight damage to its bodywork and front suspension, caused whilst overtaking a Subaru into a tight hairpin. Because the GTM is so low (42" high), other drivers cannot see us and do not realise that it is agile and nimble enough to outbrake most cars. Dean is forever diving up the inside of another competitor under braking and secure the move going into a corner. T-boning the Subaru could have been a costly mistake, but the damage was identified and rectified in good time, as always. ("You bend it, we mend it" – For the price of a burger and coffee, our mechanics are damn good value!). As the afternoon wore on, others ahead of the GTM dropped out and our overall position began to improve. The final result showed Dean and I in 5th place overall...by just one second and another class win. 6 class wins from 6 starts was impressive, but we had nominated the Fat Albert Rally for "double points" and the 20 points for a class win on this event, was doubled to 40 points in the championship stakes. Best of all, the GTM was now leading its class by a country mile and mathematically we could not be beaten to the Class B honours.

Round 9 – Wugging Stages Rally (Colerne)

The second and final visit to Colerne was for our own club-organised event and we were back to the overcast weather again. No chance of a BBQ that day. The clouds were dark but our goal was crystal clear – bring the car home in one piece and preferably ahead



of three other drivers who were also in with a fighting chance of the overall series win. (A class win with the other contestants not scoring would give Team G-Tec the overall championship). That was the tasty carrot dangling in front of the team prior to the start. The other huge carrot dangling in front of us was a large cheque from our newly recruited sponsor, "K2 Airline Baggage Company" (also known as Samsonite UK).

Gloves off, heads down! No problems on stage 1, but worried faces littered the paddock when the wailing two-tones of the ambulance left the start line shortly after the GTM on stage 2. Not knowing what was happening, or whether our car was involved is a horrible feeling for the service crews – been there before though. Stages 2 and 3 were lost due to a nasty accident involving a Mitsubishi which had hit a sturdy gatepost side on, but when action did resume, the GTM slotted into 8th overall and a comfortable class lead of 15 seconds. On stage 5, we came face-to-face with an out of control Darrian. They had no starter motor so we were forced to stop – reverse – and go around this unscheduled chicane. The resulting stage time was too painful to look at. Five places were lost overall and our 15 second class advantage was now a 15 second deficit. Dark clouds fell over the airfield – specifically over the GTM camp – and we sat down and worked out exactly what needed to be done. On stage 6 the gap was narrowed to 10 seconds and by stage 7 the gap was 0.9 seconds in our favour. With just one stage remaining, that gap was too close for comfort. A class win was imperative to keep our (overall) championship aspirations alive and a well driven Escort by the Tappin brothers was preventing it from happening! As luck would have it, they were parked next to us in the paddock and we could monitor each others' times easily. Both camps knew what the score was. So to the last stage and the GTM went away first – start the stopwatches. Three cars later the Escort was on its way too; 90 seconds separated us... game on! Just after the split junction the competitors come close to the paddock area, making this an easy place to check split-times. As the GTM went through to its second lap, many stop watches were activated! The Escort appeared over the horizon, past the same reference point but 5 seconds slower. Keep going!

Reset the stopwatches. All eyes were now focused on the finish line. We came into view, through the last chicane and as we accelerated across the finish line for the last time, 3rd gear went bang, but we had already finished. As we crossed the line, stopwatches were activated again, service crews watching and waiting. Apparently the paddock now resembled a maternity ward full of expectant fathers, waiting for that Escort to appear. It appeared, through the chicane and across the line...10 seconds slower. Dean and I had reclaimed 9th overall, but more importantly we had won Class B. While 7 wins from 7 starts looks impressive on anyone's CV, our nearest championship class-contender, Mark Chapman and his MG ZR, were nowhere in sight.

As our championship class win was confirmed, the painful reality was that the overall championship title was still (mathematically) hanging by just one single point. As the current championship rules go, one point is awarded for just starting a rally. Team G-Tec could,

in theory, cross the start line on the next round and park up. Job done...championship won. Somehow I don't think that storyline is on the cards. I know Dean will aim for yet another class win to score a maximum 8 wins from 8 starts. Round 10, The Carfax at Longcross is not scheduled until 23rd November, so we will have to wait until then.

Team G-Tec celebrations



With a confirmed championship win in Class B and an overall title almost in our grasp, the bubbly was popped and duly sprayed everywhere. Sorry if anyone got caught in the fallout - Dad told me to do it!

Lorraine Chappell

SILVERSTONE GRAND PRIX CIRCUIT

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(+Touring cars) with an 80-car grid.

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Fri 19th 0900~1800 - Day qualifying
2100~2300- Night qualifying
Sat 20th 0900~1400- Support races
1600 — Start of 24hr race

For ticket prices and booking
information visit:

www.silverstone.co.uk

Or call: 08704 588260

Stage Rally Championship Points Update

I have had a few results in recently, so the Stage Rally Championship table to date looks like this:

<u>Drivers</u>	<u>Points</u>
Iain Gibson	226 (5 scores)
Allan Sayers	40 (1 score)
Ric Lee	36 (2 score)
Nigel Mummery	32 (1 score)
Derek Web	28 (1 score)
Adrian Baker	19 (1 score)
Robert Sartain	5 (1 score)

<u>Co-Drivers</u>	<u>Points</u>
Andrew Gibson	180 (4 scores)
Lorraine Chappell	151 (4 scores)
Andy Elcomb	46 (1 score)
Paul Stocker	40 (1 score)
Archie Pelling	28 (1 score)

I haven't had many results from the road rallying side of things. Is anyone out there doing any events? If so, please send me your road results and I can keep the points up to date as the year progresses. With only the last quarter of the year left, please don't leave it all to the last minute. The club championship year finishes on 31st December and remember you don't need to register to be part of the championship, just send me your results.

Iain Gibson, Rally Secretary

New Members

There is a steady trickle of new members joining the club, which is very encouraging to see and we hope you will make yourselves known to us at events very soon.

So a very warm welcome to **Sam Hollands** and his mum and dad **Chris** and **Sue** from West Hoathly. Sam will be one of our younger members and is interested in the Autotest side of things, but hopefully he and his family can be persuaded to give some of the winter events a try too.

Also hello to **Alan Grant** and wife **Kathryn** and son **Harley** from West Norwood, who are interested at giving most things a go.

Welcome to **Tony Short** from Essex who joined in July and was seen out at our Autosolo and finally welcome to **Thomas Grant** from Folkestone, another young man who was also out on our Autosolo event.

Andy Elcomb, Membership Secretary

Men Are Happier People because:

Your last name stays put.
The garage is all yours.
Wedding plans take care of themselves.
Chocolate is just another snack.
You can never be pregnant.
Car mechanics tell you the truth.
The world is your urinal.
You never have to drive to another petrol station loo because this one is just too icky.
You don't have to stop and think of which way to turn a nut on a bolt.
Same work, more pay.
Wrinkles add character.
People never stare at your chest when you're talking to them.
New shoes don't cut, blister, or mangle your feet.
One mood all the time.

Phone conversations are over in 30 seconds flat.
You know stuff about tanks and engines.
A five-day holiday requires only one suitcase.
You can open all your own jars.
You get extra credit for the slightest act of thoughtfulness.

Your underwear is £4.95 for a three-pack.
Three pairs of shoes are more than enough.
You never have strap problems in public.
You are unable to see wrinkles in your clothes.
Everything on your face stays its original colour.
The same hairstyle lasts for years, maybe decades.
You only have to shave your face and neck.

You can play with toys all your life.
One wallet and one pair of shoes -- one colour for all seasons.
You can wear shorts no matter how your legs look.
You can 'do' your nails with a pocket knife.
You have freedom of choice concerning growing a moustache.

You can do Christmas shopping for 25 relatives on December 24 in 25 minutes.



No wonder men are happier.

Running Our Club – How You Can Help (and Why!)

Ever since I was a teenager (no comments please) I've enjoyed being a member of all sorts of clubs. The first was probably the Scouts, that didn't last but I'd soon joined my local cycling club and raced with them until I went to college and took up smoking and drinking and, oh! yes, motor cars. Then I met some friends who were really keen on cars and Philip Holliday and I joined Sevenoaks DMC. I had no great aspirations to drive in competition but wanted to navigate and mechanic but soon I was heavily involved in all sorts of events, racing, rallying etc. and marshalling on those events I didn't enter. Some time later I became closely involved with Basil Elkington and we started a rallying partnership which lasted a long time, and we also organised several of the club's events.

Nowadays, having had a bit of a break from motor sport during the 1980's, I get a lot of real satisfaction from being a member of our club. This satisfaction comes in a variety of forms stemming from being deeply involved in the club whether it be competing, marshalling, organising or sitting on our committee. Some of you out there may think that the work involved in running motor sport is a chore which has to be done and is just the means by which our sport operates – far from it. There is great pleasure in being part of the team that puts on a successful event. The sense of achievement gained from a sea of smiling faces at the end of an event is enormous and makes all those thoughts of standing down because it's too much like hard work evaporate.

Of course I have the advantage (?) of being single without the responsibilities and ties that a family brings, but I also have to survive by earning a living and keeping myself going so it's not a simple comparison. Being a member of a local club brings us into close contact with a wide range of people from different walks of life and different social levels we'd otherwise never meet and this aspect of British club life is of great social value in our everyday lives.

So what am I trying to get at? Your club only runs with input from its members. This input has always varied with each member's skills and circumstances. Elsewhere in this Acorn there will be requests for help with all aspects of running our club and its events; from committee members to marshals at North Weald to help get our sprint at Crystal Palace up and running again. Please respond to these with whatever level of help you can offer, either before the event or on the day (or, of course, both). Your club needs YOU.

Chin

TRK Twaddle

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
20-Jan-08	CMC Brockley Gymkhana
02-Feb-08	Southdown Stages
09-Feb-08	Wydean Rally
15-Feb-08	SDMC 12-car
16-Feb-08	London Irish Emerald Stages
21-Feb-08	SDMC Scatter
02-Mar-08	Tour of Epynt
14-Mar-08	B18MC 12-car
20-Mar-08	MMKMC Scatter
24-Mar-08	Chieftan Sprint
29-Mar-08	TWMC Lydden Sprint
30-Mar-08	CMC Javelin's Jymkhana
03-Apr-08	SDMC April Scatter
06-Apr-08	SDMC North Weald
12-Apr-08	Horiba d'Isis Rally
20-Apr-08	Mini Tempest
20-Apr-08	Mini Tempest Rally
25-Apr-08	CMC Aptil Blossom 12-car
26-Apr-08	Wiscombe Hillclimb
03-May-08	BARC Curborough
04-May-08	Debden
04-May-08	SDMC Weald Car Trial
07-May-08	MMKMC Evening Autotest
08-May-08	SDMC Evening Autotest
10-May-08	Monte Minor 2020 rally
14-May-08	MMKMC Evening Autotest
18-May-08	Four Counties Rally
18-May-08	Four counties at longcross
24-May-08	Saxmax Race
25-May-08	Saxmax Race
31-May-08	Severn Valley Stages
07-Jun-08	Abingdon Sprint
08-Jun-08	Abingdon Carnival Rally
14-Jun-08	Nmeil Benfield Champ. Sprint
14-Jun-08	Neil Benfield Sprint
15-Jun-08	Mid Summer Caerwent Rally
25-Jun-08	MMKMC Autotest
28-Jun-08	Ton Hire Sprint
03-Jul-08	Evening Autotest
05-Jul-08	Longleat Hillclimb
12-Jul-08	Azimghur Stages
12-Jul-08	Mira Sprint
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
03-Aug-08	Summer Autotest Final
16-Aug-08	London Irish Lydden Sprint

Keep your results coming in please. Below are the Rose & Crown points table:

Member	Points
Daren Hall	320
Chris Judge	252
Ian Crocker	215
Nigel Mead	211
Stephen Thompson	149
Suze Bisping	145
Chris Penfold	134
Jay Grossmith	131
Jonathan Start	130
David Balderson	111
Darren Tyre	110
Steve Hatton	109
Andy Webber	108
Jason Andrews	106
Matthew Randle	105
Rosemary Mead	97
Darren Clayden	95
Daniel Whittington	94
Don Scales	91
Matt Endean	85
Ralph Travers	82
Chris Scudder	81
David Simpson	60
Kevin Ablitt	55
Darren Russell	48
Keith Crocker	45
Tracey Niel	43
Clive Cooke	40
Andy Elcomb	35
Glyn Williams	35
John Kemp	35
Peter Wilks	27
David Newbold	25
Adam Ratcliffe	20
Bradley Maxted	16
Andy Kilby	15
Chin	15
Cliff Ratcliffe	13
Ashley Filmer	10
Tony Short	10
Colin Billings	10
Duncan May	10
Christopher Wise	10

Tyrell-Flemming Non-Speed:

Lorraine's lead is getting even bigger Wow!

Member	Points
Lorraine Chappell	1533
Iain Gibson	819
Andrew Gibson	673
Matt Endean	250
Richard Lee	244
Andy Elcomb	166
Nigel Mummery	152
Paul Stocker	150
Allan Sayers	150
Daren Hall	120
Richard "Archie" Pelling	102
Kevin Ablitt	92
Jay Grossmith	86
Suze Bisping	82

Member	Points
Chin	73
Glyn Williams	56
Nigel Mead	43
Clive Cooke	40
Andy Kilby	40
Rosemary Mead	35
Tarna Ablitt	27
Vivien Elcomb	20
Gareth Hurford-Jones	10
Emlyn Hurford-Jones	10
Duncan May	10

Tyrell-Flemming Speed:

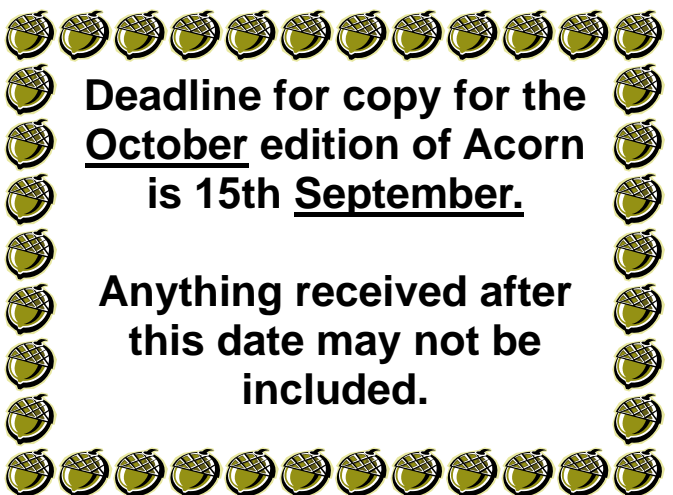
Andy's lead is probably unassailable – but I'm told he has finished for the season so there may be a chance??

Member	Points
Andy Webber	1085
Jim Giddings	345
Gareth Richardson	329
Russell Giddings	327
David Balderson	313
Matt Oliver	310
Declan Armstrong	269
Bob Gibson	260
Michael Edwards	260
Bill Oliver	238
Darren Tyre	238
Iain Gibson	228
Ritchie Gatt	195
Tracey Niel	151
Graham Smith	130
Jason Andrews	127
Tony Gomis	118
Ian Crocker	111
Stephen Thompson	108
Jonathan Start	107
Darren Clayden	92
Matthew Randle	89
Stephen Stringer	87
Michael Druce-Smith	56
Chris Judge	53
George Wall	41
Darren Brock	22
Patrick Bridger	12

July Monthly Mug & Annual Awards

Although there was only one nominee this month, it was for an outstanding performance at the club's inaugural Autosolo at North Weald. The Mug goes to Darren Tyre for his FTD at the event. Well done Darren.

**Chin
Trophy Records Keeper**



**Deadline for copy for the
October edition of Acorn
is 15th September.**

**Anything received after
this date may not be
included.**



e-Wheels

Issued: 10 August 2008

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Duty of care to marshals

How long should marshals be on duty before they have a break? In view of the range of different motor sport events – from autotests to international race meetings and rallies – it is not possible for the MSA to be specific.

MSA regulations [A(a)] 52 and 53 (*MSA Competitors' and Officials' Yearbook 2008* page 87) make specific reference to race meetings, (requiring marshals to be relieved after six hours of continuous racing). It is recommended that opportunities for adequate breaks are planned and provided for marshals and volunteer officials within the structure of an event, bearing in mind the nature of different locations and prevailing weather conditions. Provision should also be included for toilet facilities for both genders, wherever possible.

Of course, the nature of the sport is such that unexpected incidents can result in deviation from the original programme but this should not prejudice the duty of care to marshals and volunteer officials.

Club appeals for marshals

The MSA now has more than 12,000 Registered Marshals across all disciplines. However, with around 100 MSA permitted events running most weeks and the increased cost of travelling, it is still common for organising clubs to appeal for more marshals.

Please consider the wording of such appeals. 'Previous experience not essential' should attract newcomers and reflects the level of training provided – from an appropriate briefing for straightforward marshalling tasks to pairing up with more experienced marshals for potentially demanding tasks. Of course, marshals should always be encouraged to attend supplementary training sessions to improve their self-development and competence.

Phrases such as 'no experience needed' would still encourage newcomers but could send out the wrong message about the level of training and support available.

Junior autocross

Autocross is a good entry-level form of motor sport and is one of the more affordable disciplines. In 2006, a junior class was introduced for 14 to 17 year olds and interest in it has developed steadily. Competing against the clock on an off-road circuit with a constantly changing surface provides useful experience in vehicle control within a relatively safe environment.

The Junior class is part of the MSA British Autocross Championship, which has been revived for 2008, and because of the way points are awarded, it is possible for a competitor from this class to become the MSA British Autocross Champion.

MSA Judicial Procedures

Each year, the MSA produces a *Judicial Procedures* booklet, which gives practical guidance to MSA Stewards on the process to be undertaken in the event of a protest or appeal being received at an event. This is supplementary to the formal and definitive process detailed in the relevant MSA Yearbook. This booklet is now also available to download by Licensed Clerks of the Course via the 'Members' section of the MSA website – click on Member Publications>Officials. It may also be a useful reference document for other Clerks of the Course to download.

Motorsport Vehicle Recovery – new training DVD

The Motorsport Safety Fund – a registered charity which works closely with the MSA to help improve safety training in motor sport – has produced a new film, *Motorsport Vehicle Recovery*. It provides guidance tailored to the needs of drivers, marshals and recovery operators. The DVD (which also includes a Motorsport Rescue section) costs £10 and is available from Stuart Turner on 01608 645029 or at turnerstuart@talk21.com. Details of the Fund's other publications and DVDs can be found at www.motorsportsafetyfund.com

Gloucestershire RLO

For the awareness of those clubs who use this part of the country, the MSA Route Liaison Officer for Gloucestershire has notified us of a recent change of address as follows: Martin Saunders, 44 Pilgrove Way, Cheltenham, Gloucestershire GL51 0WA. E-mail: ted163@gmail.com Tel/fax: 01242 530319. Mobile: 07798 584713

e-Wheels

Pdf versions of previous *e-Wheels* can be downloaded from the MSA website www.msauk.org by clicking on MSA publications>Wheels>e-Wheels. Some club officials have said it can be difficult to cut and paste from this format into some programmes and we are now adding a Word format version in the same section. Such feedback from club officials is always welcome.

Motorsport Alliance unveiled

The Motorsport Alliance is a new joint initiative between the Motor Sports Association (UK governing body of four wheel motor sport), 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 on behalf of UK motor sport with a single voice, when appropriate or necessary.

Reid is Performance Director

Former World Rally Champion co-driver, Robert Reid, has been appointed to the newly created 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.

Go Motorsport gains support

SEAT Sport UK is the latest organisation to back the Go Motorsport campaign, which has gained support from a number of high profile motor sport people such as Lord March, David Coulthard and Malcolm Wilson.

As mentioned in the June issue of *e-Wheels*, to be included in the Go Motorsport initiative, motor clubs should complete a questionnaire, which is available from http://files.e2ma.net/2971/assets/docs/go_motorsport_questionnaire.xls. This will ensure the correct information is on the Go Motorsport website.

Club officials can return questionnaires by email to info@GoMotorsport.net or by post to Ben Taylor at Motor Sports House. If you have any questions, contact Alex Birley, who is co-ordinating Go Motorsport, on 07841 673012.