

Future Events

Future Events in 2010

October 24th Tamar Classic Reliability Trial

ASWMC & ACTC

December 27th Ron Beer Sporting Trial
Harrowbarrow
Clubsport

Marshals are needed for these events
Please contact Mike Weville
01566 784451

LATE NEWS:

Club President Robin Moore is researching the motor sporting life of the late Ted Dennis and has promised a full report—hopefully in the next issue of this newsletter.

CLUB NEWS



CLUB PRESIDENT	Robin Moore	01840 213273
CHAIRMAN	Warin Kelly	01822 870393
VICE-CHAIRMAN	VACANCY	
TREASURER	Mrs Pam Wevill	01566 784451
GEN. SEC.	Mrs Pat Gomm	01566 784348
COMP. SEC.	Mike Wevill	01566 784451
MEMBERSHIP SEC.	Ray Goodright	01579 348765
SOCIAL SEC.	Clive Sandercock	01840 770844
AWARDS OFFICER	VACANCY	01837 840087
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NOTE: The Editor takes no responsibility for the views expressed in this publication or the sanity of the contributors.

October - 2010

Proposed MSA regulations

The following may affect our sport in the coming year and are taken from the MSA website.

2.1.5. Observed sections may not be more than a quarter of a mile long, and no special time schedule may be applied from start to finish of a section more than 100yds long (an Observed Test).

Reason: Clarification. There exists a need to distinguish between a timed observed trials section and the differently defined Special Test. For clarity the former shall be known as an Observed Test.

Date of implementation: 1st January 2011

1.2.1. The use of Forest Enterprise property must have been approved by the MSA. Permission must be applied for by an annually specified date, prior to the Forest Enterprise

year (which runs 1 January to 31 December).

1.2.2. No contact should be made with ForestEnterprise before receiving approval from the

MSA or its appointed Forestry Liaison Officer.

Reason: During the current Master Agreement with the Forestry Commission it has become apparent that a number of Trials events use parts of the Forestry Estate. These regulations ensures a parity of arrangements for access with Rallies and Cross Country Events.

Bulkheads

The MSA Technical Department wishes to remind Competitors of the requirements of Regulation (J)5.2.1, which states that fuel tanks must be isolated from the driver's compartment by a bulkhead. The removal of equipment such as speakers can leave large holes that may contravene this Regulation.

Spill Kits

1.3.24 A medium sized spill kit must be available at the start of each section. Exceptionally for Sporting and Car Trials where sections are adjacent to one another a single medium sized spill kit must be deployed.

9.8.3 All vehicles should carry a small spill kit complying with J5.20.13. mandatory for Classic Reliability Trials from 1st Jan 2012

Currently in Blue Book on page 157 -

5.20.13 It is strongly recommended that for all competitors participating in single venue competitions to have available at their paddock base and for multivenue competitions to carry within their vehicles a self contained spill kit capable of effectively absorbing minor spillages of up to 1.5 litres of all vehicle fluids - oils, fuels, coolants, battery acid. Used spill kits are to be disposed off in accordance with local or national guidelines.

FOR SALE



Fully trials prepared Marlin Roadster together with many spare parts including a full second set of wheels. Comes with roof and tonneau cover.

A really good car for the right driver. Several Golds on both Exeter and Lands End Trials. Appears in the Definitive list of trials prepared Marlins on the Marlin website.

For further details phone 01566 784348.



MARSHALS STILL REQUIRED!
(See back page for details)



Sunday 19th September 2010

64th TAMAR CLASSIC RELIABILITY TRIAL

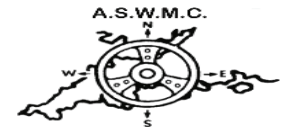
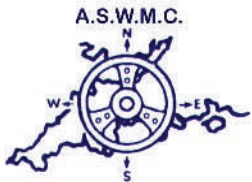


David Ayers Trial



Ian Wright enjoyed a successful weekend winning both the Cornish events

SUNDAY 24th OCTOBER 2010



David Ayers Sporting Trial

Good performance from local competitors in included a Green Class win for our Competition Secretary Mike Wevill with Peran Wills (right) and second place overall for Roland Uglow passengered by Laura Wilks. Both are currently driving Irish built Crossles.



Who, what and where?



Adrian Booth recently sent your editor a couple of photos — one of which is above. (the car is red) . Adrian thinks that the photo was taken in 1987 but it throws up a number of questions.
What is the car pictured?
Where was it taken and what was the event?
Who was in the car and who was the observer?
Finally—what was the outcome?

Any ideas, suggestions or answers gratefully received—
joe.caudle@btinternet.com

Chairmans News



Scalextric Evening

7:30pm Thursday 11th November

An excuse to indulge in some fun with your toys!
A hillclimb & track to try your own classic slot car,
5 lap racing series using standard cars with time trials
round our circuit track to see who is the fastest driver.

Prizes will be presented at the end of the evening.

£5 Entry

Light Refreshments available

Kelly House

Kelly

Lifton

Devon

PL16 0HH

call 01822 870 363

or email

sophia@kelly-house.co.uk

Memoirs of 'The Secretary of the Meeting'!

Ok - so I volunteered for the job, as I have for the last few years, so I really can't complain. Really I feel obliged to do so as the trial in question is in memory of my brother who died many years ago. My father set the trial up and I think it is a wonderful way to keep his memory alive. When it first started it was no more than a small trial for the locals which has gradually blossomed into a round in the national championship and half of the two day Cornish Trials Weekend.

There are parts of the job that I really quite enjoy. I look forward to receiving the post each day to see how many and who has entered. As usual all the locals are the last and there are always the same few who scrape in by the skin of their teeth. This year for the first time I decided that I would reply to each entry by email confirming their entry and asking for any outstanding information. The first difficulty came in trying to read their writing and getting their email address correct. Some took two or three attempts to stop it from bouncing back. One local gentleman who I eventually phoned for his address, could not remember what it was, so offered to send me an email so I could extract his address. Lo and behold the message arrived to be swiftly followed by a second. By accident he had used his wife's address for the first message and so needed to make sure that I had the correct one in the second!

The emails worked well and most of the information requested came back to me. This saved time and effort at the signing on. People were also able to tell me advance if they needed to withdraw their entry. I had people emailing me and in one case phoning me from Spain and Crete as they were so anxious to enter despite being on holiday until the last minute before the event. It seems that the weekend is getting a good reputation even in those far away places. One very nice gentleman entered from Northern Ireland. This got us head scratching. Was his Irish competition license valid in the UK? Luckily he decided to enter the Clubmans event so the license wasn't necessary and we weren't forced to make a decision.

As the event grew closer I got more nervous. This is, after all, a championship event and needed to be done correctly. I liaised closely with Tristan who was the secretary for the Camelvale's event. The entries I was receiving were for the two events but anything specific to Camelvale's trial I felt had to be decided by them. All entries were copied to Tristan so he had all the details to hand. During the Saturday's trial I spent the time getting prepared. Good preparation is invaluable. So much to remember and it is so easy to forget something vital. My husband always laughs at me as I am always making lists and this was no exception. Can't rely on the old memory any more. As I've said many a time, I think my data banks are full!

Memoirs of 'The Secretary of the Meeting'!

Come the day, we arrived early in the large van the club had hired for the day. We had time to set up and even had a hot drink before the first competitors arrived. I was firmly convinced that I would only allow the drivers to sign on together with their passengers and even had a notice giving this message, but some slipped through the net and signed on before I realised their passenger was not with them. Smacked wrists! If they could only realise how difficult this makes things and can involve chasing up for odd signatures at the last minute. However on this occasions all turned up eventually and all had their various licenses ready for my inspection. I think this was in no little way was thanks to Tristan's work on the previous day. Not a popular thing to do but we must keep to the rules and regular competitors should know this.

Signing on complete, we had time for another drink and to take breath. We moved the van and toilet down to the field where the pasties would be served. This is always a popular part of the event and is wonderful value. Pasty, cake and drink all for £3! Provided by the landowners family with proceed going to the local chapel. All marshals are given a free lunch voucher and that includes me! At this stage the laptop has to be set up and after entering details from the first rounds, I am able to provide copies of the positions at that stage. This sounds more confident than I really was. I am always full of trepidation that I won't be able to get the laptop working as it should and always bring a paper backup with me just in case! This is despite the fact that Andy had set up the program and coached me on it's use before the event. Me and computers don't always get on!

When the final round starts we move back to the paddock where we intend to do the results. Soon all the cards get passed in and the laptop comes into play again. We are reliant on every single card being passed in swiftly, just one missing means the results are delayed. What is they say it about the chain being as strong as the weakest link? On this occasion one card was missing and we were advised that he had broken down and retired, so I carried on with the 'sort' and 'filter' in order to get overall position, class position and awards. No sooner was this complete than the final card arrived and it turned out he had not retired. The air was a little blue at this time while I did a rework of the results knowing that the more distant competitors wanted to start on their long homeward trip. Eventually they were complete and Warren the Clerk of the Course read them out. Everyone seemed relatively happy. No complaints or challenges thank goodness!

Next day, I start the job of sorting out all the paperwork that has been thrown in the van at the finish. I hold my breath until I am sure I have everything. At that stage I need to check over the results comparing the competitors cards with the marshals cards. There are nearly always some discrepancies. If they do not effect the results

Memoirs of 'The Secretary of the Meeting'!

I give the driver the better score. If not, a lot of head scratching goes on between me, the marshal and the Clerk of the Course. On this occasion there were no significant differences. Phew! I think I have finished but no such luck. How do we get the results onto my PC from the laptop to send out by email? The solution is way past my limited abilities. It also had Andy pulling out his hair. I thought I had been over ambitious in thinking I could send out the results by email, but finally Joe came to the rescue by putting them onto his computer and use the new program provided by the club to change it to a PDF. (Sounds good, but I only recently found out what this was!) He emailed this to my PC together with Camelvale's results similarly converted, which I was then able to send out to all and sundry.

All that was left was to tie up the money and get this to Mike to bank and when all is settled, to send Camelvale their share. Seven days will pass before the results become final as long as nobody makes an appeal. I receive an email and a phone call saying what a good weekend it was. These are very much appreciated and make it all worthwhile. The week has now passed without incident and everything is final for another year. Unfortunately (or not) I will be unable to be secretary next year as a trip to the Caribbean comes in the way. Oh what a shame! However I think Camelvale will issue and receive the entries next year so whoever takes the job on for our club will only have the work on the actual day to do. I wouldn't like to put anyone off, it really was great fun (pimples on tongue and all that!).

Pat.

They also serve who marshal—in the photo Nigel Cowling mops his brow whilst enjoying a brief break as Roger Bricknell inspects his section. Nigel single handedly ran this hill during the two morning rounds—running up and down for each competitor to ensure that he was always in the right place at the right time!

