

SCCOC Spotlight

The Newsletter of the Sporting Car Club of Norfolk

January 2010

Vatanen / Harryman - 1983



Kankkunen / Gallagher - 1984



Allen / Kivimaki - 1986



Saby / Andrie - 1984

Inside this issue	
The Latest ...	3
Editorial	4
Chat from the Chair	5-6
Road Rallying – 2009 Review	7-8
2009 / 2010 Championship Positions	10
2009 / 2010 12 Car Championship	11
2010 Summer Series Championship	11-12
Rally Navigation #3	13-14
Classic Trialling (part 2)	15-18
New Year Treasure Hunt & Scatter	19-20
Tales from the Amazon	21-22
BTRDA	22-24

Editor

Martin Newson
01502 716280

Spotlight articles should be emailed to:
cjnewson32@yahoo.co.uk

or mailed to:
Spotlight,
32 Queen Elizabeth Drive,
Beccles,
Suffolk
NR34 9LP

Contacts

John Starsmore

Management Team

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Peter Skillen
P.skillen@uea.ac.uk
01263 515066

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280

Richard Johns
anna.richard@tiscali.co.uk
01692 538629

Lynne Wellbelove
lynnewellbelove@btinternet.com
01953 483640

Mark Annison
lorraine.annison@btinternet.com
01263 513052

Howard Joynt
howardjoynt@googlmail.com
07917 060052

Julian & Sara Riley
01953 850808

Christine Newson
cjnewson32@yahoo.co.uk

David Bell
percy@sccon.co.uk
01603 720871

David Leckie
01603 893294

Trevor Addison
Lorraine Annison
Bernie Fox
Mike Lambert
Andrew Lawson
Gordon Wellbelove

**Included with this edition you should
find:**

Regs for Your Ideal Shop 12 Car

IMPORTANT ANNUAL MEMBERSHIP RENEWAL NEWS

ANNUAL MEMBERSHIP WILL RUN

FROM APRIL 1ST TO MARCH 31ST FROM 2010

The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **Ugly Bug Inn** at Colton

Please join us there on Thursday 21st January for the first Natter & Noggin of the New Year

Diary Dates

Wednesday 13th January
Management Meeting at the Ugly Bug Inn, Colton.

Thursday 21st January
Club night at the Ugly Bug Inn, Colton.

Friday 29th January
Plandescil 12 Car – round 4 of the 12 Car Championship starting from and finishing at Hingham Sports and Social Club

Wednesday 3rd February
Management Meeting at the Ugly Bug Inn, Colton.

Thursday 18th February
Club night at the Ugly Bug Inn, Colton.

Friday 26th February
Your Ideal Shop 12 Car – regs included in this issue – round 5 of the 12 Car Championship starting from Legends Diner (A47 nr Swaffham)

Marshalling

Marshal Points:
Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Lynne Wellbelove or Dave Bell.

Sunday 24th January
TRS Bentwaters Stages – Bentwaters airfield (near Ipswich) - Chelmsford Motor Club – 2010 Ward Construction AEMC Stage Rally Championship – 6 stages – 55 miles – contact Dave Bell for more information

Friday 29th January
Plandescil 12 Car – Hingham Sports and Social Club – first car away at 8pm – contact Sara Riley or Dave Bell

Friday 26th February
Your Ideal Shop 12 Car

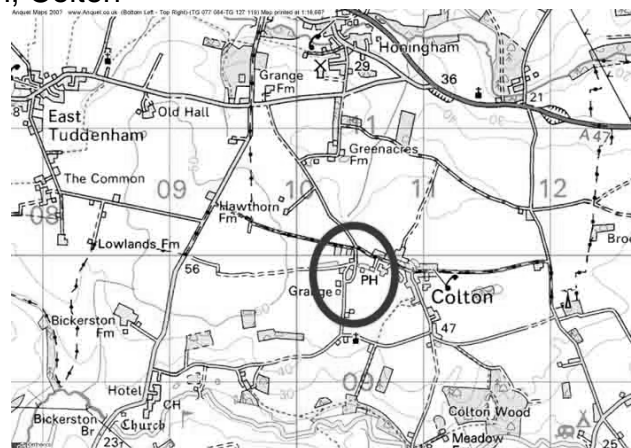
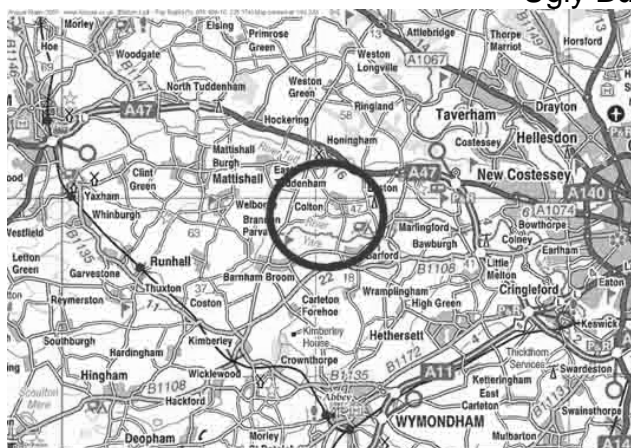
Sunday 28th February
Gymkhana – Bentwaters airfield (near Ipswich) - Chelmsford Motor Club – contact Dave Bell for more information

Friday 26th March
Lyng Garage 12 Car

Saturday 10th / Sunday 11th April

Malcolm Watson Spring Rally Stages

Ugly Bug Inn, Colton



Editorial

Martin Newson

Well I hope you all survived the Christmas and New Year celebrations with no real problems, we (the Newson household) got through Christmas ok, but all of us felt sick (this was not caused by eating or drinking to much) one way or another for a few days between Christmas and the New Year.

With work being busy before Christmas I forgot to add to the Christmas Quiz pages that the entries should be in for 21st January (the first natter and noggin of 2010) Please post, email or give us your answers as soon as possible (we will except them if you give them to us on the night).

We can then mark them and notify the winners and even buy them a new car for 2010. There will be three winners - Overall, Adrian's section and the general knowledge part.

The club as a whole was very busy last year, and ran some very successful events and they were extremely well supported by you the club members. Please keep it up in 2010 and with your new club event calendar there should be no excuses to missing them.

WE will try to keep you fully up to date with any changes and additions to the calendar in these newsletters and the web pages. Should you require any additional information on any of the clubs actives please give one of the management a call or drop them a line or two on the email and they will try to guide you in the right direction.

During 2009 Dave Bell has been developing the web site (please visit every week to keep up to date with the latest news regarding the club activities) and as far as the team is concerned it his doing a brilliant job and we will double his pay for this in 2010 (double nothing is still nothing). Thank you Dave please keep it up in 2010 and we will try to keep you up to date with things as they happen.

Ian and Gill Doble's scatter was great fun and extremely well supported considering the weather, with 38 people making up 14 teams.

I felt really sorry for Paul Brunton and his team, am not to sure who read the rules of our scatters in the team but they made two mistakes. Firstly they visited 39 points, when

they only needed to visit 30, so Ian and Gill had to take the first 30 answers regardless even if their answers were right or wrong. Secondly, instead of copying the answers exactly as they were on the signs or notices they put them down in block capitals resulting in loss of marks. Sorry team please do not be put off and come back on the next one. You could have so easily won!

We will try to add at least one or two more of these family events sometime in 2010.

Events coming your way soon:

January 24th
Chelmsford Motor Club
Bentwaters Stages
RAF Bentwaters

February 7th
West Suffolk Motor Club
Holbeck Car Trials
William Vevers 01284789256

February 20th
Middlewick Stage Rally,
Woodbridge

February 28th
Chelmsford Motor Club Gymkhana
RAF Bentwaters



Chat from the Chair

Peter Skillen

Well happy New Year to you all and I hope this newsletter finds you well.

My first Christmas as Dad was fantastic and thank you for the Christmas cards, we had a lovely time and I cant believe that my little girl will be one next month. How time fly's.

Talking about time flying, our stage rally for this year is going to be with us before we know it and I for one am really looking forward to our stage rally this year, The Malcolm Watson Spring Stages Rally on the weekend 10th and 11th April. Dave Bell has done a fantastic job with the web site and this year set up a web enquiry form for people to register interest and already we have 33 web enquires for the regs. We have also posted on a number of rally forums this week that they can register interest so I am hoping that we will have a very good turn out for our event this year. We have two enquirers from Aberdeen one who plans to enter in an ex-works HSR Chevette and Mr Appleton in Aston Martin.

What I hope will also help this year that our event is part of two National Championships, the 205/RWD/Clio Championship this will be the first round event and the Jnr F1000 Championship.

We do as a club need as many people to volunteer to help make this event a success and help the club building a success future in running memorable stage rallies. With the success of last year's event and the great feedback that we had I hope that this year will follow on from that but we do need our club members to help.

I was lucky enough to receive from Santa an apple ipod touch, similar to the iphone but not a telephone, I must have been a good boy, must be something to do with all those nappies that I have changed this year.

Well with this new toy you can down load applications and one of them that I have downloaded is from BMW that allows users to test the acceleration and grip levels of their cars. There are already plenty of apps around that make use of the iPhone and iPod Touch's in-built accelerometer, but most of them require you to cough up some readies before they allow you to play with them.

Not so the M Power Meter from BMW, which is a free application that allows you to test the acceleration or lateral g of your car. So you simply download it from the iTunes store, secure your iPhone somewhere sensible and away you go... only problem I have

had is that its been snowy and icy that I haven't had chance to try it out yet. The default setting is for a 0-50kph sprint (no, I can't work out why either), but you can fiddle with it to make it read in mph or kph, up to 200kph or over distances ranging from 100 metres to 2000 metres. I might use this later on this year on the summer series.

Well done to everyone who took part in the New Year treasure hunt and scatter, it was a great turn out taking into account the weather conditions and I heard it was a lot of fun, a write up about the event is in this newsletter.

The F1 this year is going to be very exciting, well done to Jenson for his win last year, but now with Lewis on the team and that German bloke making a come back, what's his name again... The Stig that's it! Also with Team Lotus entering this year in will be interesting to see what Lotus make of it, already they have started cashing in, Lotus is to offer a 'Type 72' limited edition version of the Exige S to remind us of the iconic John Player Special formula one car

Interesting things are happening at our local Lotus plant and this is only what I have picked up in the press,

Former Ferrari F1 marketing chief Dany Bahar was hired as Lotus Chief Executive by the company's Malaysian owners earlier this year.

Claudio Berro has been hired by Lotus to lead its motorsport operations. He has a high profile motorsport management profile, having cut his teeth in the business as sporting director at Peugeot Italy - following a stint co-driving a Talbot Sunbeam Lotus for Peugeot Talbot Italia and twice becoming Italian Group 2 Rally Champion in 1981 and 1982. He subsequently served as team manager of Ferrari F1, and more recently as General Manager of



Maserati Corse and Racing
Director for Fiat-Abarth

The new Lotus design chief
Donato Coco arrives hot from
Maranello creating a family of
former-Ferrari high-flyers at
Hethel.

Maybe another visit to the plant

and a friendly invite to one of our
natter and noggins are in order,
and you never know the next
Lotus to come out of Hethel might
be red with a V10 engine!

I will be driving to the Autosport
International Show on the 15h

January if anyone wants a lift let
me know.

Have a great year and catch up
soon.

All the best,
Peter

DO YOU FEEL THE NEED FOR SPEED WITHOUT GETTING A TICKET

THEN THIS IS FOR YOU!

THE 2010 HANGAR 111 AEMC SPRINT CHAMPIONSHIP

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is
decided on class positions.

Category A: Road Going Series/Specialist Production Cars
(Including classes for 4WD, Kit Type Cars and Replicas)

Category B: Modified Limited/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

Calendar

There are 20 rounds, from mid March to late October, counting towards
the championship using venues at Abingdon, Brands Hatch, Bentwaters Park,
Debden Goodwood, Hethel, Honington, Lydden, North Weald and Woodbridge

The best 10 scores will count towards the championship.

Event Supplementary regs will be sent to each registered competitor,
so no need to chase around for regs.

For a full set of championship details and a registration form please give me a call,
email me or visit the AEMC website.

Chris Deal

020 - 7826 - 4896 (work), 07833 - 086780 (mobile)
aemc@chrisdeal.force9.co.uk (email), www.aemc.org.uk (web site)

Road Rallying 2009 Review

Dave Bell

Review begins with a few words 'borrowed' from Ian Mills in Motorsport News.

Road rallying by numbers...

Last December I wrote a column giving some statistics for road rallying in 2008 and I received quite a bit of positive feedback for collating the information. Never one to ignore the public I've done the same this year.

Surprisingly there were more road rallies run in England this year than last: 30 as opposed to 25. This is partly explained by the fact that the 2008 Telford Novices didn't run until January and ran again last weekend. However when the general impression is that the sport is on the retreat, the facts show that it isn't. To reinforce the point, the average number of entries for English events was also up, from 36 to 37. The improvement was not universal. Rallies in Derbyshire had a large increase in support. The combined number of entries for the four big events there increased by 31, giving an average entry of more than 50. By contrast, the ten rallies in North England only managed an average of 30.

The number of rallies in Wales increased, by one, from 30 to 31. The major contrast with England is in the average number of entries - the figure for Welsh events was 66. Four rallies managed to fill their 90-car entry: the Night Owl, Bro Caron; Bro Teifi and Sam Helen. Once again the Moonbeam was the most popular English rally, filling its 75 starting places.

The number of Endurance events dropped by two, with only six rallies running to the format in 2009. Notably the furthest North endurance competitors got this year was Nottingham. The loss of the Welsh Endurance and Evolution meant that there were no events in the Principality.

Steve Retchless was once again the most successful driver, a position he also held in 2007. The Escort drivers won six rallies. Welsh Champion Dylan Davies took four wins, while Richard Jerman, John Davies; Steven John Williams and Jamie Turner each had three wins. Last year Dale Fumiss was the navigator with the most wins. He repeated the feat in 2009, taking six victories with three different drivers. Sam Collis was close behind with five wins. Cath Woodman, Iwan Jones, Dan

Harrison and Eurig Davies all finished first on three occasions. The latter was also the only person to win rallies in both seats, having won the Bro Preseli as a driver.

The Ford Escort has consistently been the most successful road rally car year-on-year, probably since its introduction in 1968. This year it was used to win almost half of all road rallies - 28 in total. Its nearest challenger, the Peugeot 205, could only muster six. There were five wins each for the Astra, Protons in various guises and the Subaru Impreza - weren't they supposed to disappear?

By my calculations the busiest road rallyist this year must have been Nick Bloxham. According to my count he competed on 27 events. Along the way he, along with brother Jonty, managed to secure three major titles: the North Western, the West Midlands and the Welsh Border.

Out of the 30 English events, 16 featured in the 3 regional championships that Hugh and I contested. I participated in 15 events, 12 with Hugh, 1 with Peter (061), 1 with Nigel (Mercian) and 1 with David (Preston).

Event	Date	Result	Where	Format
Carpetbagger	24 th Jan	DNF – damaged radiator after head-butting a bank and coming off second best – 60 starters	Devon	Marked maps 100% tarmac
Bruce Robinson	14 th Feb	DNS - marshalled	Lincolnshire	100% plot & bash 95% tarmac Whites good
Ryemoor Trophy	7 th Mar	DNF - gearbox	North Yorkshire	50% plot & bash 95% tarmac Whites rough
VK Derbyshire	4 th Apr	54 starters – 15 th o/a	Derbyshire	50% plot & bash Many rough whites
061	9 th May	60 starters – 22 nd o/a	Derbyshire	100% pre plot Many rough whites

Memorial	13 th Jun	46 starters – 14 th o/a	Lancashire	100% pre plot 100% tarmac
Drystone	18 th Jul	56 starters – 14 th o/a	Derbyshire	100% pre plot Many rough whites
Oaks Trophy	5 th Sep	52 starters – 21 st o/a	Derbyshire	100% pre plot Many rough whites 100% plot & bash
Mercian	19 th Sep	24 starters – 4 th o/a	Warwickshire	95% tarmac Whites good 75% pre plot
Clitheronian	26 th Sep	24 starters – 8 th o/a	West Yorkshire	99% tarmac Whites good 90% pre plot
Jackson Trophy	10 th Oct	27 starters – 15 th o/a	South Yorkshire	95% tarmac Whites rough
Sarn Helen	17 th Oct	90 starters – 28 th o/a	Wales	100% pre plot 100% tarmac
AB Motorsport	7 th Nov	44 starters – 15 th o/a	Derbyshire	100% pre plot Many rough whites 75% plot & bash
Beaver	28 th Nov	40 starters – 6 th o/a	North Yorkshire	80% tarmac Whites good
Preston	5 th Dec	57 starters – 28 th o/a	Suffolk	Road book 100% rough whites

In the above table the only true pre plot events were the Oaks Trophy and the Sarn Helen, the other events classed as pre plot were because although the navigation was handed out as plot & bash there was ample time to plot the route onto the map in non competitive sections.

Our favourite events were the ANCC championship rounds mainly because of the quality of roads on offer, the Derbyshire events seemed to be getting very samey re-using the same rough whites.

Below is a provisional calendar for 2010, I intend to keep an updated version on the club website; at the time of writing none of the 2010 regional championships have published their calendars.

Event	Date	Where
Carpetbagger	23 rd Jan	Devon
Bruce Robinson	13 th Feb	Lincolnshire
Ryemoor Trophy	27 th Feb	North Yorkshire
VK Derbyshire	27 th Mar	Derbyshire
Danum	10 th Apr	South Yorkshire
061	15 th May	Derbyshire
Memorial	12 th Jun	Lancashire
Drystone	17 th Jul	Derbyshire
Morecambe	24 th Jul	Lancashire
Oaks Trophy	4 th Sep	Derbyshire
Jackson Trophy	9 th Oct	South Yorkshire
Illuminations	30 th Oct	Cumbria
AB Motorsport	6 th Nov	Derbyshire
Beaver	27 th Nov	North Yorkshire
Preston	4 th Dec	Suffolk

Road Rallying 2010 Preview

Dave Bell

Things have moved onwards and upwards since I did the review. Instead of hacking around with the original bit I've gone for the lazy option by appending the annual rallying call to anyone who might want to take the next step on the road rallying ladder. The regional road rallying calendar kicks off in February with the Bruce Robinson based in and around Lincoln. It's one of the closest events to Norfolk and is usually well organised but not very well supported (perhaps a night out in the Fens is not everyone's idea of a perfect Valentines treat). It offers a good opportunity for a first taste of National B Road Rallying for any competitors or marshals. All you need to compete is a licence (National B Non Race will do – a snip at £37 from your local MSA outlet), apart from the licence requirement the only real difference to a 12 car is the distance – average 12 car covers 60 miles – average Nat B covers 150 miles. Below is the start of the event thread posted on the BRF (British Rally Forum).

Lincoln Motor Cycle and Car Club Ltd are once again proud to announce the 'Bruce Robinson Rally', this year kindly sponsored by M.G. Raw Motor Group, to be held on the 13/14th February 2010. We once again aim provide a well organised, interesting, exciting and exhilarating rally for all ranges of crews, whether expert or novice, maintaining a similar format to previous years. This year's event will once again be supported by M & H photography.

As usual, we will be making full use of the excellent and largely understated roads Lincolnshire has to offer, with the route covering around 155 miles on maps 121 & 122 encompassing approximately 26 miles of 'whites' which vary from airfields to farm tracks. We are sure past competitors will agree that these sections are extremely challenging and certainly good fun.

The event this year takes on a slightly different slant given the new start venue in Louth, allowing us to use areas which the 'Bruce' has not utilised in recent years but don't worry; many of the traditional favourites will be retained. After its excellent refurbishment the finish venue will return to the George Inn at Langworth, near Lincoln.

We will once again be using 'plot and bash' style route instructions. These instructions whilst not difficult will at least allow equal contributions to the result from both crew members. This will be accompanied by the use number of detailed 'stage style' plans on all the private land sections.

We are once again very pleased to be included in the 2010 EMAMC, ANEMMC and ANCC Road Rally Championships. We are also delighted to be included in the SD 34 Road Rally Championship for the first time.

Regulations will be available here very shortly and on the events brand new website <http://www.bruceroobinsonrally.co.uk> as well as being sent to all EMAMC, ANEMMC, ANCC, SD34 & previous competitors.

We look forward to meeting all competitors on the night and for those unable to compete, we would be delighted to welcome you as marshals.

Thank you for your support.

The 'Bruce' 2010 organising team

If anyone would like any further information please get in touch. I'll be keeping a regional road rally page, linked to the club website, updated with news and links to event websites, the link should be on the home and 12 car pages of the club website.

Regs are now out for the Bruce Robinson

2009 / 2010 Championship Positions

Dave Bell

(top 10 only - full listings on the website)

The Summer Series has finished but the other three championships run until the end of March 2010

Summer Series			Clubman		
1	Julian Riley	54	1	Howard Joynt	41
	Gill Doble		2	Martin Newson	39
2=	Ian Doble	36	3	Christine Newson	38
	Chris Barns		4	Mike Lambert	29
4=	Howard Joynt	32	5	Bernie Fox	27
	Trevor Addison		6	David Bell	27
7	David Leckie	31	7	David Leckie	25
8	Sara Riley	30		Brian Marquis	
9	Linda Horne	28	8=	Peter Riddle	23
	David Burlingham			Ian Doble	
10=	Jonathan Stimpson	25	10=	Mark Annison	20
Marshal			12 Car (Driver)		
1	Christine Newson	16	1	Chris More	32
2	Martin Newson	15	2	Robert Aldous	29
3	Mike Lambert	13	3	Mark Annison	28
4	Howard Joynt	11	4	Ant Liddle	24
5	Bernie Fox	10	5	Brian Marquis	20
6	David Bell	7	12 Car (Navigator)		
	Brian Marquis		1	Ian Doble	32
	Linda Horne		2	David Mann	29
7=	Pat Ward	4	3	Richard Johns	28
	Peter Riddle		4	Garth Collier	24
	Chris More		5	Danny Lemmon	20



2009 / 2010 12 Car Championship		
<i>P & H</i>	<i>Fri 25th Sep</i>	<i>1st o/a Mark Annison & Richard Johns</i>
<i>Ward Construction</i>	<i>Fri 30th Oct</i>	<i>1st o/a Robert Aldous & David Mann</i>
<i>GMAC</i>	<i>Fri 27th Nov</i>	<i>1st o/a Chris More & Ian Doble</i>
<i>Plandescil</i>	<i>Fri 29th Jan</i>	<i>Julian & Sara Riley</i> <i>Entries open Sunday 10th January</i>
<i>Your Ideal Shop</i>	<i>Fri 26th Feb</i>	<i>Howard Joynt & Bernie Fox</i>
<i>Lyng Garage</i>	<i>Fri 26th Mar</i>	<i>Ian Doble & Chris More</i>

2010 Summer Series Championship				
<i>Provisional calendar below</i>				
<i>Just need some organisers</i>				
<i>Anyone interested?</i>				
<i>Plenty of help and advice available for first time organisers</i>				
<i>Dates at Snetterton confirmed</i>				
<i>The other venues will be confirmed ASAP</i>				
<i>Date</i>	<i>Venue</i>	<i>Event</i>	<i>Venue Contact</i>	<i>Organiser</i>
<i>Sunday 25th April</i>	<i>Brandiston</i>	<i>Sealed Surface Production Car Autotest</i>	<i>David Leckie</i>	
<i>Thursday 27th May</i>	<i>Snetterton</i>	<i>Mixed Surface Production Car Autotest</i>	<i>Howard Joynt</i>	
<i>Thursday 24th June</i>	<i>Tibenham</i>	<i>Sealed Surface Production Car Autotest</i>	<i>Ian Doble</i>	
<i>Thursday 29th July</i>	<i>Snetterton</i>	<i>Mixed Surface Production Car Autotest</i>	<i>Howard Joynt</i>	
<i>Sunday 22nd August</i>	<i>Snetterton</i>	<i>Mixed Surface Production Car Autotest</i>	<i>Howard Joynt</i>	
<i>Sunday 12th September</i>	<i>Cadders Hill</i>	<i>Production Car Trial</i>	<i>David Leckie</i>	

Breaking with tradition the 2010 Summer Series Team are trying something different this year by running a pre-Championship Summer Series 'Taster' event, regs will be published in the February newsletter and entries will open as soon as the regs have been published



Sporting Car Club of Norfolk

Blow the Cobwebs Off Production Car Autotest

Sunday 7th March 2010

Flyer

2010 Summer Series 'Taster'

The Sporting Car Club Of Norfolk Ltd will promote a Clubsport mixed surface Production Car Autotest on Sunday 7th March 2010 at Snetterton Circuit, NR16 2JU (enter via MR 144 / 007½ 896).

Timetable

Sunday 7th March 2010

10:00	Set up & documentation
11:00	Morning tests open
13:00	Morning tests close
14:00	Afternoon tests open
16:00	Afternoon tests close
approx: 16.30	Provisional results published

Format

The event will comprise of 6 tests, 3 in the morning and 3 in the afternoon
2 tests will be run on grass, 1 test will be run on sealed surface
Each driver will get 3 runs at each test, best 2 times from each test to count
All drivers **MUST** be signed on by 10:30
All drivers require a passenger
Double drives acceptable

Entries

The entry fee is slightly complicated:

MSA fee	£3.75 per entry	Snetterton fee	£20.00 per car
Single drive entry fee	£23.75 per car		
Double drive entry fee	£27.50 per car		

Entries open on Wednesday 3rd February 2010 and close on Wednesday 3rd March 2010

Entries will only be accepted if accompanied by a fully completed Entry Form

Entries withdrawn before the closing date will be refunded in full

There is no maximum entry for the event, the minimum entry is 10

The event is open to all fully elected and associate members of the promoting club, East Elloe MC, Eastern Counties MC, Kings Lynn & DMC and West Suffolk MC

Officials

The Officials of the meeting will be:

Clerk of the Course	tbc
Secretary of the Meeting	David Bell

Marking & Penalties

Overall positions will be determined by total time taken on the tests (best 2 times from each test)

There will be two classes, FWD and RWD

There will be some awards

History

The venue proved very popular in 2009 and for 2010 the club has secured four visits, three will be included in the Summer Series Championship, with this first visit providing an opportunity for those that didn't take part last year to see what they missed; the sealed surface test will be laid out on the skid pan and the grass tests on the large area next to the skid pan, the grass surface is smooth and non-damaging, the only problem last year was 'rutting' around the cones, this should be resolved by re-locating the cones after each test; the circuit is open for a track day and all the facilities will be available including Tyrrells Restaurant; the event HQ will be located next to Tyrrells

Rally Navigation Part #3

The final example is from a club 12 car (November 2007 vintage) and requires maps 144 B2 and 134 D1

Answers can be found on the website (link from the 12 Car page) and will be published next month

Details of the Novice 12 Car will be published ASAP

MTC1 @ 17559305 to STC 2
Target Time 2 mins

CRO DPH 6 Miles

Via 37 17 93 92 17 45 91 17 16 37 91 29 92

How many times does the route pass under Electricity Lines, and under and over the railway line.

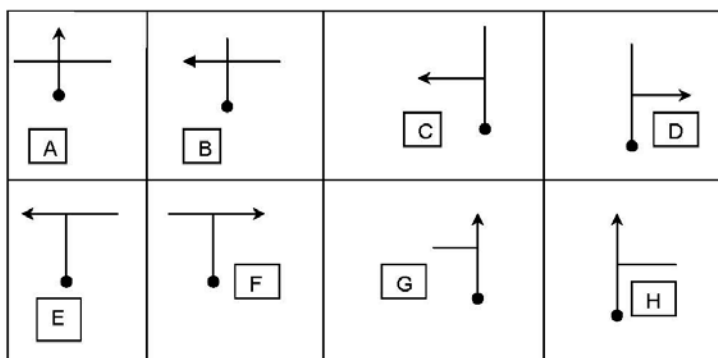
STC 2 @ SSE157927

STC 2 @ SSE157927 to STC 3 @ ENE 1479605
Target times – 4 mins

CRO DPH 5 Miles

Via

B, H, D, D, G, H▲, E, G, A, H▲, D, C



How many times has the route crossed GL 15 (assume twice near Church)

STC 3 @ ENE 1479605 TO STC 4 @ NW 105969
Target times 2 mins

AR 5 Miles

Via TL SO SO TL TL TR TL TR TR SO TL SO TR
TR TR TR TR

▲ @ 14659615

What is the sum of the SHs?

STC 4 @ 105969 TO STC 5 @ NNW 1485990
Target time 3 mins

AR 4 Miles

Via

yyy, ywy, yyw, ywy, ywyww, ywy, ywy, ywy, yyy, ywy, yyy, ywy, ywy, ywy, ywy, yyy, yyy, yyy, ywywww

What is the sum of the SHs?

STC 5 TO STC 6 @ 1485990 SSE

0 Miles

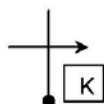
Please wait in car park if you are using your 10 minutes make up time allowance.

STC6 TO STC 7 @ SSE 134/1750265

CRO & AR 11 miles

Target time 4 mins

Using the tulip key you were given at STC 2 and the additional one here, go via the following in order Junctions 1, 2, 3 etc



Use CRO
J1 - K
J2 - E
J3 - A
J4 - D
J5 - H
J6 - F gw
J7 - C
J8 - K gw
J9 - E
J10 - G gw
J11 - H

J12 - A gw
Now use AR
J13 - G
J14 - K
J15 - H
J16 - E ▲ gw
J17 - H
J18 - G
J19 - H
J20 - G
J21 - G
J22 - H

J23 - H
J24 - H
J25 - H
J26 - F gw
Now use CRO
J27 - C
J28 - D
J29 - F gw
J30 - F gw
J31 - E gw

What is the sum of the SHs?

STC 7 TO STC 8 @ SW 16550545 WNW

CRO

DPH 5 Miles

Target time 1 min.

▲ 42 AND NO OTHERS and avoiding A11

NB Quiet on B1172 and note 50 MPH limit

What is the sum of the SHs?

STC8 TO STC 9 @ ESE 122070½

CRO

DPH 5 Miles

Target time 2 mins

Depart consecutive junctions as follows.

N NNW WSW W NW NNE W W SSE WNW

▲ @ 1355060¼

What is the sum of the SHs?

STC 9 TO MTC 10 @ SSW1045099

CRO

DPH 3½ Miles

Target time 1 min.

Via ENE1110745N AND SSE1105094WSW

NB 40 MPH limit in Barford

Turn left @ TC10 into car park.

What is the sum of the SHs?

March Hare – Update

Due to unforeseen circumstances the date has been moved to March – probably Friday 12th

The event will start from the Canada Garage Motorsport premises in North Walsham and will finish somewhere in Norfolk

Map 133 will be required

The latest news will be published on the website

Classic Trialling (AND NOW FOR SOMETHING COMPLETELY DIFFERENT)

Peter Riddle

Last summer David Leckie suggested having a go at a classic trial. We had no experience of this type of motor sport, not even spectating, so it would be something completely new to both of us.

The Motor Cycling Club, founded in 1901, runs three major events every year. They are maintaining the long established traditions of their club and they'll politely tell you that it absolutely is not the Motorcycling Club !!!

While researching these events, David discovered that the MCC runs a special class (class 'O') for newcomers and for less competitive cars. "Less competitive" means normal cars rather than fully developed trials cars, which are built solely for climbing ridiculously steep hills with bumpy, muddy and often very slippery surfaces. The ultimate trials car is rear-wheel-drive with the engine over the driven wheels; it has an exceptionally tight turning circle and is ballasted so there is very little weight on the front wheels. This completely bastardises any semblance of normal steering and handling so driving one on a normal road is rather 'interesting'.

Class 'O' gets a slightly easier route on classic trials, missing out the steepest hills that a standard car has no realistic chance of climbing. And the hills that class 'O' does tackle are made a bit easier by one of two methods. On some hills there is a stop-and-restart box for the main classes, but class 'O' crews drive straight through the box without stopping. The alternative way to make a hill easier is by having two 'stopping boxes' - one for the main event and a different one for class 'O' competitors where a re-start will not be quite so difficult.

The MCC's class 'O' clinched it: we'd enter the 2009 Edinburgh Trial (held last October) in David's Vauxhall Nova 1.4 rally car. This event got its name because it used to start in London and go all the way up the Pennines during the course of a week to finish in Edinburgh. Nowadays the route is predominately in Derbyshire and the current more compact format means it can be tackled over a long weekend.

Preparing the car meant getting a new MOT and a few changes to make it legal for the event and (hopefully) a bit more competitive. A trip to Canada Garage was a big

help because Mark Annison welded up various rust holes under the back of the car and he helped us raise the front suspension by the simple expedient of putting a Nova wheel spacer at the top of each front strut; this was such a simple idea and it worked brilliantly. Another bit of Leckie ingenuity was our ballast (no not me!). You are allowed to put ballast anywhere on the car as long as it's not visible and you're also allowed to relocate your spare wheel(s). Many rear-wheel-drive trials cars have their spare wheels mounted on a frame at the rear. VW Beetles and Skoda Estelles with two spare wheels mounted on top of their engine lids are a common sight on classic trials. We considered putting the Nova spare wheel on top of the bonnet, but it rather spoils the view of where you're going. So our ballast was a piece of plastic drain pipe that David filled with concrete. It sat on top of the front cross-member, secured by jubilee clips and when the grille was refitted, you couldn't see it. Tyre choice on trials is limited and excludes all rally and M+S tyres. Plenty of tread depth and nice sharp corners on the edges of the tread blocks would be

advantageous so David bought some new tyres from the approved list. We decided to carry only one spare wheel to minimise the weight on the un-driven rear axle.

The 2009 Edinburgh trial started at the M42 Services at Tamworth, and fortuitously my good friend Douglas McLay lives only 20 minutes drive away. Douglas races a Formula Ford Mygale and is restoring 'Buzzie' a 500cc racing car that took part in the first ever motor race at Silverstone in 1948. We drove up to Doug's on the Friday afternoon before the trial. I had just bought the new remastered Beatles CD set for my son Mike's birthday present and an interesting coincidence happened on the drive up to Tamworth: we caught up with an immaculate white Mercedes Benz 600 that was cruising at about 65-70mph, so we followed it for several miles. It was registered BPH600H which made it a 1970 model and I was fairly sure I'd read something about this particular car. Then I remembered - it was originally John Lennon's Mercedes, and he'd sold it on to car enthusiast George Harrison!

This year's Edinburgh Trial had 261 entries, comprising 84 solo motorcycles, 13 motorcycle combinations, a single Reliant three-wheeler and 163 cars. Our class had 47 entries, including 3 motor bikes and even a Lambretta scooter. Because of the sheer number of entries, it takes a long time to process everyone through the start formalities. With the first bike starting at 1-30am on Saturday morning, we weren't due to leave until 5-30am. We decided to get up at 4-00am and we arrived at the start about four-thirty. Scrutineering and signing-on was very relaxed, but I think the officials were all just about asleep by the time we got to them.

After signing on we had time for a

quick wake-up coffee and a look around some of the other cars. There were saloon cars of all ages, pre-war MG's, lots of home-built Marlins and Duttons and several Liege kit cars which are tiny and very light with Reliant engines. They looked as if they'd blow away in a stiff breeze - more on that later! One 1960's MG Midget had a square box section fitted along the outside of the left sill with the exhaust running inside this box and out of harm's way on the rough stuff. A crew in a pre-war Wolseley Hornet sports car had fitted crude home-made aluminium wings. "The proper one's are at home," the driver told us, "it saves them getting bashed on the banks. Despite the low temperature, the majority of the sports cars were running open-topped with their occupants well wrapped up in all sorts of extreme weather gear; hardy folk these trials enthusiasts.

We set off for the longish run out to the first hill near Ashbourne. The route had been issued during the week before the event and was quite easy to follow. It had instructions like "turn left onto the B6035" and most road junctions on the minor roads had small square signs showing SO, TL or TR. Being a rally man, I'd transferred the route onto my OS map beforehand which was a source of great reassurance, though most competitors relied solely on the written instructions.

Just before the first special test known as "Deep Rake", we stopped to let the front tyres down to 14psi. This was a compromise because lowering the pressure even more would have got us better traction, but would increase the risk of getting a puncture. After queuing for a few minutes, David lined up for the start with the wheels on dry grass to the side of the main track. A steep gravelly

hill lay ahead of us. "Go when you're ready" said the marshal - and then we realised that it can be quite tricky to know when to let the handbrake off. You can't afford to have the car straining to go like doing the hill start on your driving test, because if you hold the brake on too long, you get wheel-spin (the arch enemy of traction) as the front wheels fight against the parking brake. We rolled back maybe an inch or two before we got going, slithered sideways into the ruts and then scrambled our way up the steep farm track without stopping. We weren't 100% sure whether we'd get a penalty for our slight roll back at the start, but we thought it would be very harsh if we did. Unlike rallies where you have your penalties in front of you on your own time card, classic trial penalties are only recorded on the marshals' check-sheets, so during the event, you don't quite know how you're doing. Because of the size of the entry and the huge number of marshals you don't even get the results at the finish - they are published about two weeks later!

After we had cleared the top of the hill, we joined a small group of other competitors all pumping their tyres up for the link section on public roads. David used an electric pump for the front wheel on his side while I pumped mine up faster with a foot pump. We quickly got into the routine of doing these tyre pressure adjustments for every hill.

The character of each hill was quite different and some of them had evocative names like Wigber Low, Middleton Steep and Bamford Clough. Before the event David had read about someone else's first attempt at a classic trial and it wasn't until their fifth hill that they managed to even leave the start line. But from the start we'd

been favoured with dry weather and we were managing to climb every hill successfully on our way to the first speed test near the quarry on Longstone Moor well known to road rallying crews. The test was a straight-ish section of loose surface into a grassy figure eight and then a very bumpy straight to the stop-astride finish. It was like the bumpiest autotest you've ever done and David drove it very well. We then went a long way with none of the organiser's direction signs to help us and unfortunately this coincided with the only part of the route that I hadn't put onto my O.S. map. Because of the number of white roads in this area I hadn't been able to translate the organisers' instructions with certainty. A travelling marshal on a motor bike was similarly unsure of the route and at one junction where the road forked into two tracks we tried the track to the right and he went left. After another mile of uncertainty, there was a small TR sign at the next junction so we had come the right way. We waited for the marshal and after a few minutes he arrived and gave us a thumbs-up. The next hill was called Black Harry and, although it was straight, this was our toughest test so far because there was a very steep section with rocky outcrops half way up. It was a question of judging the speed just right. Too slow and the sump-guard scraping on the ground could stop us, while too fast might damage the car. I sat as far forward as I could get on the passenger seat and up we went, with just enough speed to keep going. Then it was a gentle run down to the breakfast halt at the "Bull i' the Thorn" pub on the A515. A good filling breakfast was served and we had a compulsory stop of at least an hour. The event was clearly tiring for the motorcyclists who had started in the early hours and several were littered about the

place asleep on the floor, still in their leathers.

We set off for our second circuit of Derbyshire and unfortunately one hill, "Lytton Slack" was cancelled because the local council considered that the route went too close to a site of special scientific interest. This was a great shame because the landowner had been happy to host the event on a hill that has been used on the Edinburgh Trial since 1938. We went up a much easier grass hill that by-passed the historic route - the marshals told us not to bother with lowering our tyre pressures. After another fairly easy ascent up a gravelly track to the south of Blackwell that I've used on night road rallies, we had a gentle run into Hollinsclough village for another compulsory rest halt.

For the main event, the organisers give Gold awards for a faultless performance with Silver and Bronze awards for competitors with only one or two misdemeanours. As a result, crews are competing mainly against the difficulty of the route rather than against each other, so there is plenty of camaraderie, laughter and encouragement to one another. The event was much more relaxed than competing on a rally.

While we were having our tea and cakes in the village hall, the heavens opened and we thought this might make the subsequent hills a greater challenge. But the rain stopped just as we were getting back into the car and an almighty gale blew up. We'd struck lucky again because the wind dried a lot of the rain during our run to the next hill on the Hartington white (another one well known to road rally folk). This hill was again very bumpy and I made the mistake of sitting too far forward on the seat. As the little car crashed and bounded over the

bumps I was rattled up and down and bashed my head on the screen header rail and then came crashing down to compress my spine - but we'd made it up the hill without stopping.

On one of the link sections, we were following a 1950's Dellow on a wide yellow road and I suggested we could overtake. "I'm not sure if I dare to," was David's reply "cos he's going all over the place." With the high winds and the Dellow's short wheelbase and old fashioned steering box, it was not the easiest car to position on the road and it was a bit dodgy to pass him, but we managed it while he was having a big veer to the left!

After a couple more fairly straightforward hills we came to the finale at Dudwood Farm. The main event had tackled 14 hills but for Class 'O' this was the tenth and last hill consisting of a short but very tight and twisty ascent through a wood. This time it was David who landed back in his seat with a big wallop that caused him some discomfort - so that was one bump each - only fair I think you'll agree!

The very last test, still at Dudwood Farm was another Special Test against the clock, mainly on grass with a couple of tight hairpin-right turns, a small bank to cross at a 45 five degree angle and then up a narrow track to the finish. Our time was 26.0 seconds, but we didn't know whether this was a good time or not.

Then it was back to the Bull i' the Thorn where a vicious wind was howling across the car park. Some competitors were doing work on their cars, but just opening the bonnet was risky because the wind threatened to whip it out of your hands. You certainly couldn't leave it propped up without holding onto it as well.

We felt sorry for the marshals who'd been standing outside for many hours in the wind and rain, and we'd had a very comfortable run compared to the motorcyclists. One of them told me the cross winds had been so strong on the road sections that he hadn't dared go faster than 45mph for fear of being blown to the wrong side of the road.

Once inside the pub I handed in our time card which only had our times at the main controls recorded, and I had to make a statement if I thought we might be entitled to an award. The award for a clean run in Class 'O' is a tin award and as we'd climbed every hill, I duly put in our claim for one, and hoped that a couple of minor roll backs when starting off would be ignored.

By now it was late on Saturday afternoon so we had a meal chatting to several other competitors and then we headed for home.

It wasn't until two weeks after the event that the results were published on the MCC web-site, but it was worth the wait. Of the 47 entries in our class, every one of the motor cycles had failed at least one hill and only 16 cars got a tin award for ascending every hill correctly. We were given clean runs on all the hills and we were fastest in our class on both the speed tests, our time of 51.4 seconds beating our nearest rival by the 2.6 seconds. Hence we were the outright winners of Class 'O' though no trophy is given for this class.

Generally the cars in the main event that had beaten our test times were significantly more powerful than our Nova, but I was initially surprised to see that we'd been beaten on Test 2 by a pre-war MG J2. A standard J2 has an 847cc engine but this one had 1466cc, so it was obviously a bit special as well as being very light.

We both thoroughly enjoyed the event, and it was certainly quite different from other forms of motorsport. David described it as sort of a mixture between a classic car run, a slow all-night rally and a production car trial and that sums it up very well. It would be good to put in a SCCON team next year, anyone for Edinburgh 2010? (in Derbyshire of course!)

CARS FOR SALE IN 1958

The following second-hand cars were advertised in Motor Sport in 1958.

Which would you have chosen?

Bugatti type 37 grand prix car with full wings & lighting for the road "in original specification and excellent condition"	£295	(now £300,000)
Bugatti type 35 grand prix car, fully equipped for road use (million)	£305	(now £2.5)
Red label vintage Bentley speed model. New hood & side-screens	£275	(now £250,000)
Jaguar SS100 3.5 litre with headlamp stone-guards	£350	(now £350,000)
Mercedes 540K Cabriolet, the property of a shipping millionaire Maintained regardless of cost	offers over £450	(now £500,000)
or a 2 year old VW beetle for	£650	(now £8,000)
or a 3 year old Austin A30 for	£425	(now £4,500)
or a brand new Skoda 440 for	£863	(now £10,000)

The Mini was launched a year later at £500 for a standard Mini or £537 for a Mini De Luxe.

New Year Treasure Hunt & Scatter

Ian & Gill Doble



It seems several of you found our deliberate mistake by labelling the car park at Foxley Wood entrance as a Public House. Our apologies if you were inconvenienced! It was not a deliberate ploy against Phil and his Team because he lives nearby – honest!

It's also worth mentioning The Conundrums who were the only team to give the correct answer to question 34. There were 13Ps, 4&s and 4Ts written on the board.

Another apology for question 17 as apparently there were two swinging pub signs and not the single one we spotted.

Well I think that's all the confessions for now. Thank you all for taking the trouble to enter on what can best be described as interesting conditions - a bright sunny day with patches of treacherous ice and snow to catch out the unwary. Thankfully there were no mishaps during the event and hopefully everyone arrived home safely.

Ian & Gill
03 January 2010

Before the event we were worrying who if anyone would turn up, as the weather had been very variable to say the least. It seems there was more snow the further west you were in the county. We received several 'phone calls from prospective entrants wondering how bad the roads were and enquiring whether or not we would run the event. Our stance was that we would be at the start at the allotted time and who ever turned up could have ago. This did cause a bit of concern for Margaret at the Alby Horse Shoes, as I had given her rough numbers of 20-24 for catering. At 11.45am I rang her to say that in fact it will be 39 for soup; there was a sharp intake of breath and a "Oh I'll make some more then" – so well done to Margaret for coping with last minute changes.

I have just finished compiling the results for David to place on the website and it is clear that everyone is getting the hang of these Scatters, and maybe it is time to start making them a little harder???

In particular, I would like to congratulate the Nodding Donkey team for a valiant effort. They

supplied answers to 39 of the 40 clues, and the answers they gave were mostly correct, but they fell foul of not copying them down exactly as written at the clue. Nevertheless this was a grand effort that deserved a higher placing in the results. Better luck next time.

Mind you if it was not for the pedantic rules laid down by David last year then we would probably end up with many more folks with the same score, which would make finding a result even more difficult!





**Sporting Car Club of Norfolk
New year TH and Scatter 2010
Sunday 3rd January 2010
Results**

#	Team	Due Time	Actual Time	Points	Penalties	Total	Position	
1	Newsteam – Martin, Christine & Suzanne	14.48	ok	80		80	6	Less miles
2	Webbar 45s – Phil, Lesley, David & Wendy	14.50	14.54	84	4	80	7	
3	Team Sinclair – Graham & Jennie	14.33	ok	84		84	3	
4	Nodding Donkeys – Paul, Nick, Debbie & Katrina	14.35	ok	73		73	12	Answered 39 of 40 incredible!
5	Annifrost – Mark, Lorraine, Jenny & Roger	14.34	ok	87		87	2	
6	Tykes R Us – Andrew & Dale	14.39	14.41	78	2	76	11	
7	Motley Crew – Anna & Richard	14.36	14.46	86	10	76	10	Less miles
8	More or Less – Chris, Jon & Pat	14.37	ok	82		82	4	
9	Wrinklies – Howard & David	14.40	ok	78		78	9	
10	Batemans – Geoff & Maggie	14.30	ok	64		64	13	
11	The Conundrums – Peter & Tara	14.45	ok	79		79	8	
12	Rileys – Julian & Sara	14.44	ok	88		88	1	
13	Itchy & Scratchy – Brian & Joe	14.42	14.48	45	6	39	14	
14	Leckies – David, Ros & Brian	14.43	ok	81		81	5	

Tales from the Amazon

Rob & Emma Henchoz

18th December 2009

Snow's arrived: the Volvos love it!



Last night we got a couple of inches (sorry, that's 50mm for those younger than me) of snow.

This meant that Thomas Mills' High School concert had to be curtailed due to the conditions, and we drove home in the 145 into the North Wind and driving snow - but it's a Volvo, and even on the "fat" 185R14 tyres we were not troubled by the soft snow lying upon the road.

We did notice the usual trickle of over-shod modern cars who were struggling for traction at 15mph...

- Then more snow this morning: and (hallelujah, three cheers for Suffolk Council) they haven't gritted our area!
 - The Beagle took one look at the snow, and headed off across the fields, shortly followed by my (euphoric) 12y old daughter
 - The Spaniel ventured about 10m into the garden, and quickly returned
 - TM's High School announced it was shut along with most East Anglian schools, so that trip is off (despondency reigns in 50% of our household: the adults)
 - But Mr Garry Deeks, reliable in these circumstances as

ever, announced that Wilby Primary was open for business as usual - let no man tell me the Dunkirk spirit is lacking in modern England.

- Clear agreement immediately followed that the PV544 (fresh from its Rally of the Tests outing) was the car to have - nice power, thin 165R15 tyres, and a limited slip diff - such harmony in the Henchoz household at breakfast time is rare.
- Now, a fairly frank and honest exchange of views promptly ensued - who gets to take Sophie to Primary School? I'm pleased to say that I'm bigger, older and uglier. And I won.

Sophie and I had a wonderful time flicking it into the last two open visibility 90° bends into Wilby, and sliding it gently to the next combination.

On my return I couldn't resist a handbrake turn into the yard, and promptly broke the handbrake lever! The handbrake lever had in fact failed at a weld I did some years ago, it's now re-welded with far better penetration this time - it won't happen again!

- That means that Emma gets the PV for her 1pm hairdo.



Which, by my calculation, means

that I get to pick Sophie up later! Temperature is currently 2°, so there could be some snow remaining...

30th December 2009

Cape Town 144 progresses

Richard turned up on Monday, so we've had an excellent few days of progress preparing the 144 for the London-CapeTown run:



- My +20mm Africa spec springs have been offered up
 - Fronts look spot on
 - Rears feel as though they might be too soft when the car has a full load of fuel and kit
- 12hrs of welding sees the front cross member seam welded and filleted, recalling that I bent the turrets on the Preston rally a couple of years ago!
- The spare wheel wells have been deleted for greater rear clearance
- The fuel tank has been deleted, for greater rear clearance, and we'll go for 85litre twin tank capacity...
- The engine is stripped down ready for machining:
 - Low compression unleaded head
 - I have a suspicion that we'll get away with honing, rather than a rebore: Scholar can tell us next week
 - The engine really is in superb condition!

- Rear brakes
 - RHR caliper had a seized piston, and will be replaced
 - Both discs had pitting, I've put them onto the disc-lathe and got a clean surface but we're now at the minimum spec thickness of 8.4mm. So these will have to be changed next November
- I'm fitting up the sumpguard now, before building up the front suspension
 - Polyurethane bushes throughout
 - Boxed in edges on the lower wishbones
 - New balljoints
 - And, of course, antiroll bar deleted!

Tel. 01379 388400
 Email: volvo@amazoncars.co.uk



Happy New Year to y'awl
 Rob

A potted history of the BTRDA

History

The BTRDA began life in 1938 as the British Trial Drivers Association but as motorsport developed there were many competitors who wished to do longer, more arduous events. To meet this demand the BTRDA Rallies Committee was formed in 1953 and it began the Gold Star and Silver Star Rally Championships. The original events included the RAC Rally, Circuit of Ireland, Morecambe Rally, Scarborough Rally, Scottish Rally and Rally of the Dams as these were the most challenging rallies in the UK at the time and were mostly long distance, endurance road events. However as the championship developed so the events changed to include many of the most competitive night-time road rallies in the UK including the Express & Star, Mini Miglia and the London Rally.



In the mid 1960's some events began to incorporate timed 'Special Stages' in addition to a

competitive night road rally. A typical example was the Dukeries Rally of 1968, which started with 6 special stages using private roads on the Saturday evening. A brief supper halt was followed by a full 200 mile Derbyshire / Staffordshire road rally with selectives timed to the second. At dawn the event changed yet again to a stage event and ran 6 stages in Sherwood Forest before a lunchtime finish.



By 1970 competitors and cars were beginning to specialise and 1972 was the last Gold Star Championship to use both stage and road events. From 1973 the Gold Star Championship was contested exclusively on stage rallies whilst the Silver Star Championship continued for road rally competitors.

Both these championships were very popular throughout the 1970's and 1980's with good events and huge entries including some of the best competitors from around the UK.

Martin Newson



Because of a rising demand from club competitors the BTRDA introduced an additional Clubmans Stage Championship in 1987 that placed more emphasis on lower cost forest rallies. That year also saw Ron Beecroft / Brian Kidd crowned as the final champions of the very competitive Silver Star and Motoring News National Road Rally championship; the demise of which is still much lamented.



The BTRDA Stage Rally Championships maintained their popularity throughout the 1990's with various innovations including eight successful years when the Gold Star championship, supported by Peugeot Sport, was exclusively for Formula 2 cars and

the Silver Star was awarded for non F2 cars.

The BTRDA Rally Championships are administered by the BTRDA Rallies Committee, which has always been dominated by competitors. Mike Broad, Phil Short, Chris Lord, Ron Crellin, Stephen Bye and Mike Sones all had a big influence on previous Rallies Committees and Ian Butcher [GS Champion 94/95] was chairman when the BTRDA was the first rally championship to switch to Formula 2.

The present committee, chaired by Richie Holfeld [GS Champion 91], continues to include a wide range of competitors so that it has first

hand experience of present day rallying and the best chance of understanding what competitors want.



The current BTRDA Rally Series is split into three distinct parts. The Gold Star Championship which is open to all cars over 1400cc, the Silver Star Championship which is

exclusively for two wheel drive cars over 1400cc and the BTRDA 1400 Championship for cars up to 1400cc. The BTRDA Rally Series is consistently the most popular Rally Championship in the UK with around 400 registered competitors. A roll of honor of the all the BTRDA Rally Champions is on the adjacent section.

The success of the BTRDA championships very much depends on the quality of the rallies organised by the participating motor clubs. Since 1973 the BTRDA have awarded the Bill Turner Trophy to 'Best Event in the BTRDA Rally Series'.

ASPHALT RALLY CHAMPIONSHIP

Co-ordinator: Andrew Haill, PO Box 1445, Sutton Coldfield, West Midlands, B76 1WW
Tel/Fax: 0121 313 1416 Mobile: 07836 729549 Email: andrew.haill@btconnect.com

PRESS RELEASE

2010 Richard Egger Insurance MSA Asphalt Rally Championship Incorporating the 'BTRDA Asphalt Rally Challenge'

The BTRDA is pleased to announce that, following a major restructuring of the Richard Egger Insurance Asphalt Rally Championship calendar, the Rally Championship Control Panel has granted an MSA permit for the 2010 Series. In line with suggestions from the RCCP, the calendars of the MSA Championship and the BTRDA Asphalt Rally Series have been merged to form a nine-round series, with each competitor's best five scores counting towards their final score. In this way, everyone will have greater flexibility to choose the rounds that best suit their budget.

In the light of a recent on-line 'Competitor Survey', the organisers of the MSA Asphalt Rally Championship have also made changes to reflect views held therein, i.e. to keep costs down and time spent away from home to a minimum whilst, at the same time, still including challenging events and the best of British and Irish asphalt stages.

The 'BTRDA Asphalt Rally Challenge' will be for 2WD, normally-aspirated cars with awards for overall and capacity classes and, for the first time, contenders will also be eligible to score points in the MSA Asphalt Rally Championship.

The Provisional calendar is:

1. Tour of Epynt 14th March
2. Isle of Man 7-8th May
3. Jim Clark National 28-29th May
4. Rally of the Midlands 18-19th June
5. ALMC (Dublin) 18th July
6. Tyneside Stages (Otterburn) 1st August
7. Mewla Rally (Epynt) 29th August
8. Patriot Stages (Caerwent) 26th September
9. Cheviot Keith Knox Rally (Otterburn) 24th October

Further details will be released shortly and Regulations will be available in December.

Andrew Haill

Championship Co-ordinator

BTRDA FORESTRY CHAMPIONSHIP 2010

Event	Date	Rally HQ
Wyedean Forest Rally	13th February	Chepstow
Malcolm Wilson Rally	6th March	Cockermouth
Somerset Stages	24th April	Minehead
Plains	15th May	Welshpool
Dukeries	12th June	Southwell
Quinton	10th July	Llandovery
Woodpecker	4th Sept	Ludlow
Cambrian	16th October	LLandudno

2010 MSA English Rally Championship

Event	Date	Rally HQ
Wyedean Forest Rally	13th February	Chepstow
Malcolm Wilson Rally	6th March	Cockermouth
Somerset Stages	24th April	Minehead
Dukeries	12th June	Southwell
Woodpecker	4th Sept	Ludlow
Trackrod Club Rally	25th Sept	Pickering
Tempest 2 WD Rally	6th Nov	Aldershot

ANCRO MSA National Rally Championship

Sunseeker - 26-27 Feb
 Pirelli Rally / Tour of Cumbria- 23-24 Apr
 Severn Valley Stages - 6 Jun
 Swansea Bay - 17 Jul
 Woodpecker - 4 Sep
 Trackord Rally Yorkshire - 25 Sep

British Rally Championship

27th March International Rally North Wales Welshpool
 23rd / 24th April Pirelli International Rally Carlisle
 28th / 29th May Jim Clark International Rally Kelso
 9th / 10th July Isle of Man International Rally Douglas
 20th / 21st August International Rally Northern Ireland Antrim
 25th September International Rally Yorkshire Pickering
 30th October BRC Bash tba