

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

February 2010



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Vice Chairman

Club Secretary

Treasurer

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Inside this issue	
The Latest ...	3
Editorial	4
Chat from the Chair	5-6
Plea from the Chair	7
Stage Page	8
Road Rallying	9-11
2009 / 2010 Championship Positions	12
2009 / 2010 12 Car Championship	13
2010 Summer Series Championship	14
Plandescil 12 Car	15-16
Social Diary Dates	16
Car Insurance	17-18
Miscellaneous	18-19
Adverts	19

Included with this edition you should find:

Regs for Lyng Garage 12 Car

Regs for March Autotest

**Flyer & Booking Form for Annual Dinner
Dance & Prize Giving**

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 18th February for the next **Natter & Noggin – Scalextric Night**

Dinner Dance

Please join us at The Old Rectory, Crostwick on Saturday 24th April for the Annual Dinner Dance & Prize Giving

Diary Dates

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

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

Sunday 7th March
March Autotest – regs included in this issue – Summer Series Taster – Snetterton Circuit

Friday 12th March
March Hare 12 Car – starting from Canada Garage Motorsport, North Walsham

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

Friday 26th March
Lyng Garage 12 Car – round 6 of the 12 Car Championship - regs included in this issue

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.

Saturday 13th February
Bruce Robinson Road Rally – Lincoln Motor Cycle & Car Club – contact Dave Bell for more information

Friday 26th February
Your Ideal Shop 12 Car

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

Sunday 7th March
March Autotest

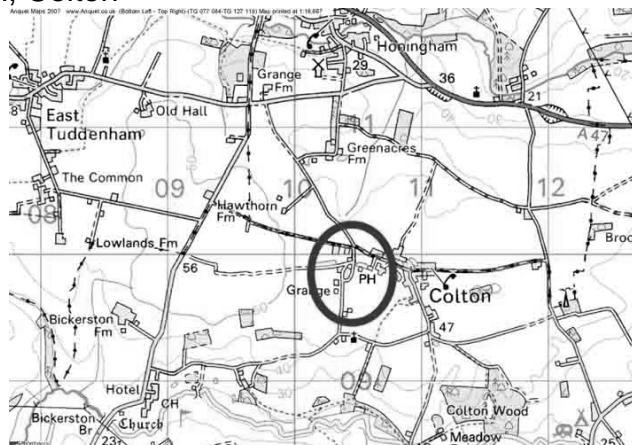
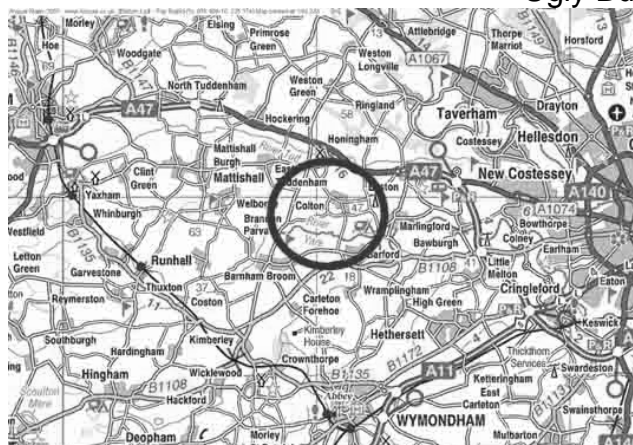
Friday 12th March
March Hare 12 Car

Friday 26th March
Lyng Garage 12 Car

Saturday 10th / Sunday 11th April

Malcolm Watson Spring Rally Stages

Ugly Bug Inn, Colton



Editorial

Martin Newson

Here we are already February and the jobs around the house are mounting up, and excuses for not getting them done are thin on the ground so I must start getting some of them done before we start our rallying season on March 14th with The Tour of Epynt.

Our MGZR looked in very good shape after it's long season when we gave it a winter service, with only the clutch plate showing any signs of wear, and being below the service wear limit it will have to go back to be relined. It is one of these paddle type of clutches and I really do not know if there is any advantage to using this type of unit (do any of you know what advantages there might be, if you do please let me know).

Christine and I have been out to marshal on our first rally this year down near Woodbridge on the old RAF/ USAF site at Bentwaters.

I have been to this site before, last year Peter Skillen and I did one of the Chelmsford Gymkhana's and it is a very interesting site to hold a rally.

When we volunteered to marshal I asked if we could be put in an area where the cars pass twice, and they were good enough to put us near the merge. With six of us in our team we had to cover an area covering eight corners, I thought we were going to be very busy. But with some very well behaved drivers all we had to do all day was to stand up a few cones, push the odd car and do the changes for stages 5 and 6.

With Christine busy in the back of the Isuzu cooking bacon butties and making tea it was a very relaxing day.

It was really good to see two SCCON teams out with Clare Rix and Rob Cook in the KA, and team of returning member Simon Webster and Chris Parsons. Both teams archived good finishes with Clare being 4th in class, 24th

overall, and Simon 2nd in class and 6th overall.

We always enjoy these quite Sundays out and about when we get a chance to catch up with friends and have some fun.

Chelmsford Motor Club are holding one of their Gymkhana's on February 28th Christine and I are hoping to go down to Woodbridge to marshal, why not join us? You never know Christine may make you a bacon butty. Give me a call and I should have the details soon. I see they have a full entry of 75 drivers.

While clicking around on the tinernet the other night on the SCCON pages I came across the Table Top Rally pages and I found we have the number one in the world in table top rallying with or webmaster Dave Bell we are honoured to have such a top class man in our club.

Oh what a night. (or as one driver said bloody fantastic) The Plandescil 12 Car.

As the day went on the weather started to look more like Christmas again, a cold wind and snow showers in deepest Beccles, I debated to take the Isuzu or the Rover estate and choosing Rover might have been a mistake!

As we got closer to Norwich the

snow and roads were getting worse, never mind though the SCCON crews are a hardy lot and I was sure everyone would make an effort to turn out even though the weather was going to make the driving a challenge.

I know sometimes it is difficult to make the right decision whether to run events or not in these conditions. It was the correct to run this event on this night as everyone agreed afterwards. All the crews had tales to tell, mainly on how slippery it was, the odd close encounter, and the extended stopping distances.

At our marshalling point we only had two locals pass all night + 12 night navigational cars all night. I waited outside the car while Christine tried to keep warm inside. With the lateness being extended to allow for the weather conditions I had to resort to running (and trying to make a slide as we did as children) up and down the road to the amusement of Christine.

Everyone survived, the cars arrived back at Hingham sports club hall unscratched, the marshals were cold but soon warmed up with a beer and good food at the finish.

The results and a full article should appear elsewhere in this newsletter.



Chat from the Chair

Peter Skillen

Hello,

Well this year is certainly flying by February already and the start of the WRC and BTRDA.

Well done to Simon Webster/Chris Parsons 6th overall and 2nd in class and Clare Rix/Rob Cook at the Bentwood Stages last month. And Well done to Owen Le-Roy and Rob Cook for a 3rd in class on the GMF Motor Factors Wyedean Forest Rally.

A lot of work has already started and we still need everyone's help with **Malcolm Watson Spring Rally Stages Saturday 10th and Sunday 11th April 2010, as its over two days we need as many**

people that can help as possible please.

This week we have the "Your Ideal Shop" 12 car and on the 7th of March the Production car Autotest.

Please visit the website for details **www.scccon.co.uk**

This week was my little girls birthday, she is now 1 and its been an amazing last year, thank you to everyone for your support and hopefully I should be out and about on events soon. I found a couple of interesting Lotus stories below.

The WRC started back up this weekend in Sweden and a lot of

focus was on F1 Champion Kimi Raikkonen who finished 30th o/a and I think a lot of people expected him to be in the top ten at least. The rally was won Mikko Hirvonen with Loeb second. I was impressed with Andersson and Mikkelsen who can 10th and 11th in Super 2000 Skoda and Fiesta. And a great result for Mads Östberg in a Subaru Impreza WRC who finished 8th o/a.

Hope to see you all soon, Peter

Lotus became the latest Formula 1 team to launch its 2010 challenger, as the wraps officially came off the new car in London on Friday.



Lotus Evora Cup Test/Media day

Lotus proved they are serious about their sporting ambitions for the coming years when they organised a two-day event at a decidedly chilly Snetterton on 10/11 February to showcase to prospective teams, competitors, series organisers and the press their new Evora Cup car



The Evora Cup of course is in the early stages of development, and Lotus have been quick to co-opt the services of new Lotus F1 star driver Jarno Trulli to assist Gavan Kershaw in the testing and development work. Trulli himself was present at Snetterton and even though the distinctly wintry conditions must have been a culture shock to the Italian, he is clearly relishing the task. In common with others involved with the new F1 team he is recognisant of the importance of the Lotus name to many British fans who can't wait for the Grand Prix season to start.



WANTED

CLUB EQUIPMENT

**PLEASE CHECK YOUR GARAGE FOR ANY BITS
AND PIECES BELONGING TO THE CLUB**

**WE DO NOT CARE WHO HAS IT OR FOR HOW
LONG WE JUST NEED EVERYTHING RETURNED IN
TIME FOR THE STAGE RALLY IN APRIL**

ARROWS STAKES SIGNAGE ETC

**PLEASE BRING IT TO THE NEXT CLUB NIGHT OR
CONTACT ANY COMMITTEE MEMBER**

Stage Page

Brian Marquis

Malcolm Watson Spring Rally Stages

Saturday 10th & Sunday 11th April 2010

Sponsored by



RACE AND RALLY PREPARATION
UNIT 7
WAVENRY VALLEY BUSINESS PARK
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Well folks it's that time of year when I come out with my begging hand for all your help for the big event, which this year looks like it could be the biggest the club has run for quite along time!!

My thanks has to go out to our Chairman for his sterling work in getting the 205's and BMW's with us, along with the AEMC and Junior 1000 championships, news just in confirms that we are also a counting round of the ASEMCA championship. Looks like we will have a busy weekend of it.

To pledge your assistance please inform me, Dave Bell or any committee member of what you can offer or when you can help.

We are aiming to set up Thursday 8th April pm, all day Friday. 9th and the rally will start at 1500hrs Sat 10th. A hog roast will be available free Saturday evening and start rallying again Sunday at 0900 hrs Sun 11th.

I will be at the natter and noggins so if you wish to talk about any thing to do with the rally please feel free to come and ask or contact me via phone 01692 597147 or email brianmarquis@btinternet.com

Moulded Slick

Championships



Ward Construction AEMC Stage Rally



Junior Formula 1000 Rally



205 RWD Modified



ASEMCA Club Stage Rally

Road Rallying January Round Up

Dave Bell

Quiet month: the annual pilgrimage to Devon for the Carpetbagger and a slippery Friday night on the Plandescil 12 Car.

Carpetbagger 2 Boys from Norfolk 1 – 23rd / 24th January

Long trip down to Devon for the annual battle of wits with Roger Hunt and his team; always a hard night with expectations set at the drivers briefing where he does all his thank you messages because the finish venue is usually a lonely place - this year was no exception – even after a fine night only 26 out of the original 60 starters troubled the scorers at the final MTC. It's hard to explain why a rally run on marked maps with no clock tweaking is so hard, it just is, 250 miles of relentless pressure with a first competitive section covering 80 miles (that's 1½ 12 cars) with 25 controls.

Running at car 36 this year we were on plan B – steady run round with no wrong slots, bit like the Preston, if you get round then you're in for a decent result. The event is usually based at Newlands Holiday Village near Charmouth but with the main building having a bit of a facial the start venue moved to a pub just outside Honiton and the bit in the finals that said space was at a premium in the car park was not kidding, it was a bit of a nightmare. 500m run out to the start of the first section, the maps for the first section were handed out at MTC1 and to give you an idea of the timing, by the time we'd done the 500m run out there was only car 35 sitting at RS1 That was to be the last chance of a breather for the next 156 minutes between our scheduled time at RS1 23:06 and RF2 01:42. Although there was the promise of a short link section after RF1 before tackling a very

short 6 mile section into petrol.

Usual practice on the event is to have controls timed alternately to the second and the minute, with the only real artificial attempts to take time out of crews being a) timing on entering the control and b) having to stop and sign DSO paperwork. Timing on entering the control means that you are doing your paperwork in your own time (probably 30 seconds by the time you've stopped etc) – this is really bad news if you're 2nd, 3rd or 4th car in a queue running on the same minute. Stopping for the DSO just means that you have to stop twice for a SGW and the DSO then controls how long you stop – usually not very long if you've been good boys but there's also the opportunity for a bit of a chat if you've not been so good! As it's all run as regularity then the only opportunity to make up time is at the petrol halts, so with only 15 minutes lateness available for the first few controls it's a good idea to keep the wrong slots to a minimum.

The key to success is to build up a good rhythm and hope for your fair share of good luck; it's an event where the only time the navigator gets to see the outside world is in the controls. It is also very much a team effort, as it is a regularity event there are going to be sections that are cleaned and with timing at the control board (which is not part of the navigator's world) there is an onus on the driver to know when he can enter the control. In an ideal world on a really good night you would expect to drop seconds on all the timed to the second sections and clean the sections timed to the minute ending up with a penalty of around 20 minutes but still running on your scheduled minute. Our ideal world ended at ITC4 where car 35 dropped back onto our minute with us second in the queue. Things

went even more pear-shaped on the run to ITC5 where our two car convoy picked up a new leader at a manned PC, it's not just at the controls where time disappears, any other manned check means a frustrating wait while the cars in front are processed. By ITC6 we were at the front of the queue but then picked up a local 'making a point' which saw us reduced to 10mph for a mile or so – at least we were at the front of the queue! Things improved after this with the only problems caused by one or two crews who weren't too keen to pull over.

We couldn't go a whole event without a bit of a domestic, this came as we booked into ITC12 a minute early, I'll go for the no blame culture but I'm sure I called the due time correctly and as we pulled into the control Hugh was trying to locate his RINGING mobile - say no more! Hugh's comments are un-printable and the situation was made even worse by the marshal thinking the outburst was aimed at him! As mentioned earlier, I have absolutely no idea what was happening outside the car as the route became very tricky to follow including a bad moment when we had to change maps just after a PC and I couldn't join up the dots! The final section before petrol included a couple of miles of yellow covered in Preston strength red mud!

Crews are re-seeded at petrol, good news as you don't have to re-pass slower crews, bad news if you're going well as your 30 minute petrol halt is reduced by a minute for each improvement on seeding. We lost 12 minutes leaving MTC3 running at car 24. Results showed us 15th o/a at petrol. The run to petrol from the regularity finish was all of 800m and the next section started 800m the other side of petrol, not even

time for a sweetie never mind a call of nature.

Second third started off with a noise test which we passed OK although within 500m of the test the exhaust started blowing. The fat lady was immediately woken up and rushed to the wings! The exhaust noise was bad enough to be pointed out to us by a fairly pushy marshal at RF3 and after 5 or six miles of 'debate' Hugh agreed that retirement was the only realistic option, especially as we had over 100 competitive miles left to go. So it was back to MTC3 and an early bath. Overall a good but disappointing night, Hugh was happy as looking at the results we were running on the same pace as car 32 who eventually finished 7th o/a (even after a 10 minute stop for a bad case of mal-de-nav), I was happy to get through the first mammoth section with only one small overshoot.

Next year may be the last opportunity to have a go at the event in its present format, you have been warned.

Plandescil 12 Car – 29th January

A night to remember: for a change the weather forecast was spot on – freezing with a possible covering of snow, this was OK apart from the fact that the levels of freezing and amount of snow varied quite considerably over the county, the one factor that seemed to be fairly consistent was that it was a tad on the very slippery side. The run round the southern by-pass was interesting although the conditions did appear to be a bit better in the Hingham area. The event was organised by Julian, Sara and Josh, starting and finishing at Hingham Sports and Social, with 60 miles and 9 TCs on maps 144 and 132.

Back with Alan in the noisy seat and running at car 1 always

carries the potential of an embarrassing initial depart but a sneaky peek at a map in the bar gave me a pointer as to which way to leave the start; didn't do us much good though as a breakdown in communications saw Alan looking for a slot left off the B1108 rather than the correct slot right! With my head buried in the map translating the string of spot heights into a route to TC2 it took a little while to realise the error. As a rule of thumb on a wrong slot – an overshoot corrected by a reverse costs at least a minute, an overshoot corrected by a three point turn costs at least 2 minutes so it was no surprise to find ourselves running behind Chris & Ian when we eventually found the correct route. Then it was time for the next shocker, once we were on the yellow it was slippery, oh so slippery and it was obvious that it was to be a night of survival. We followed Chris up to Southburgh where a small overshoot saw us back to first on the road, eventually finding Sara & Josh at TC2 with a penalty of three minutes. Junction instructions reversed and strung together took us to TC3 (including a change of maps), this section notable for passing Alan's house. No real dramas and we clocked in with Alan and friends at TC3, just south of Wendling, with another minute gone. To drop a minute on a 7 mile section with no time lost on the navigation means that we couldn't even manage the MSA stipulated 30mph. Navigator's nightmare to TC4, road colour junctions topped off with a string of spot height, after the initial shock it wasn't quite as bad as it looked, the junctions were separated by spaces and it was a case of in on the first colour and out on the last colour. 9 mile section: via the little white triangle in GS9114 and the tight grass triangle in GS8915 to find Peter and Phil on the crossroads just south of Tittleshall: and another minute gone, at least

the time loss was manageable, not a night for heroics trying to make up lost time! Must mention the left at cross roads just after brow in GS9016 (north of Beeston), I know exactly where it is and even coming over the brow at about 10mph we still overshoot the junction by about 50m.

The route card to TC5 proved to be a bit contentious at the finish and was the first one to require a stop for a think. Everyone had a herringbone, I think the Novices had it split into 2 with balls and arrows, the experts had it split into 4, no balls, no arrows and jiggled about a bit. The first section was fairly obvious taking in the triangle round the memorial in Tittleshall and then along to one of Simon's favourite bits using the hard to spot white in GS8620, unfortunately the white was the limit of my plotting. Sat for another minute or so not really getting anywhere and opted for the 'guess the route' option, well I'd go for the 'educated guess the route option' as it's the route I'd have picked if I was doing the organising, still time for doubts to surface coming into West Lexham until I realised I was trying to match the herringbone against the wrong yellow on the map! Pleased to find Simon & Wendy at TC5, not so happy to drop another four minutes. Route Card to TC6 caused me more problems than it should have, strange how difficult it is for the brain to cope with two things written similarly but with opposite meanings. The route was defined by grid lines but included three spot heights, one for a quiet and one with a direction of approach and one with a direction of depart, what could be easier, you can have no idea how long I spent trying to make up a route to approach the third spot height from the south, sad really! Anyway, cost us another three minutes at Martin & Christine's control at Lyon's Green.

An array of abused tulips defined the route to TC7 and Mike south of Shipdham. Again, no real problems with the navigation but another three minutes dropped as we went back onto map 144 via the ford in Bradenham although this section was one of the more slippery ones. Junction depart directions to Josh at STC8 just outside Carbrooke and our first cleaned section of the night! One section to go and my brain seized up – couldn't sort out the navigation at all, just about to go for 'guess the route' when along came Jonathan so it was 'follow someone else'. Followed them into STC9 manned by Julian with another four minutes dropped but we were very pleased to get round what had been some very challenging roads without bumping into anything.

Congratulations to everyone involved, 12 crews started, 12

crews finished with no 'I have been' s needed, all the marshals who also survived especially Ian and Clare for following the route round collecting boards with tow rope at the ready, and finally to Julian, Sara and Josh for organising an excellent event.

Results should be listed elsewhere.

Bruce Robinson Rally – 13th / 14th February

A reminder that the Bruce Robinson is just about to happen: the nearest opportunity to see a Nat B road rally. If you don't want to enter why not come along and marshal? Entry is going very well, with 41 at the last count, including entries from some of the top English road rally crews – Ian Ainsworth / Stewart Merry, Martin Betts / Cath Woodman, Owen

Turner / Bob Blows, Ade Green / Ian Gibbins and Gavin Smith / Mike Petch. Come along and pick up some tips from the experts.

Ryemoor Trophy – 27th / 28th February

RYEMOOR TROPHY RALLY	
27/28th FEBRUARY 2010	
<p>COMPETITORS</p> <p>ENTRY 158 160 MILES OF NORTH YORKSHIRE ROADS START & FINISH NEAR YORK REGS. AVAILABLE FROM:-</p> <p>LINDA HARPER THE ROMER SUTTON ROAD WIGGINTON YORK YO32 2RB TEL :- 01904 740050</p> <p>Email: maltonmc@yahoo.co.uk OR FROM www.maltonmc.co.uk</p>	<p>MARSHALS WANTED !!!</p> <p>PLEASE PHONE DAVE COBLEY THE CHIEF MARSHAL</p> <p>ON 01904 761520 Or MOBILE 07968 269162 Email: maltonmc@yahoo.co.uk</p> <p>MARSHAL MORE THAN ONE POST AND GET A FREE BREAKFAST.</p> <p>CAMPIONSHIPS ANCC EDMAC ANEMMC SD34 TEAM NORTHERN CON. ROAD RALLY</p>

March Hare 12 Car

Friday 12th March

Starting from Canada Garage Motorsport in North Walsham

Finishing at Alby Horseshoes Inn, A140 near Erpingham

90 miles on Map 133

16 Controls

Marshals required

Contact Lorraine Annison on 01263 513052 if you can help



2009 / 2010 Championship Positions

(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	49
	Gill Doble		2	Martin Newson	46
2=	Ian Doble	36	3	Christine Newson	43
	Chris Barns		4	Mike Lambert	37
4=	Howard Joynt	32	5	Bernie Fox	34
	Trevor Addison		6	David Bell	30
7	David Leckie	31		David Leckie	
8	Sara Riley	30	7=	Mark Annison	28
9	Linda Horne	28	9	Ian Doble	27
	David Burlingham			Brian Marquis	
10=	Jonathan Stimpson	25	10=	Peter Riddle	26
Marshal			12 Car (Driver)		
1	Christine Newson	18	1	Chris More	43
2	Martin Newson	17	2	Mark Annison	34
3	Mike Lambert	14	3	Robert Aldous	33
4	Howard Joynt	11	4	Brian Marquis	27
5	Bernie Fox	10	5	Ant Liddle	26
6	David Bell	7	12 Car (Navigator)		
	Brian Marquis		1	Ian Doble	43
	Linda Horne		2	Richard Johns	34
7=	Pat Ward	4	3	David Mann	33
	Peter Riddle		4	Danny Lemmon	27
	Phil Newson		5	Garth Collier	26

2009 / 2010 12 Car Championship

<i>P & H</i>	<i>Fri 25th Sep</i>	<i>1st o/a</i> <i>Mark Annison & Richard Johns</i>
<i>Ward Construction</i>	<i>Fri 30th Oct</i>	<i>1st o/a</i> <i>Robert Aldous & David Mann</i>
<i>GMAC</i>	<i>Fri 27th Nov</i>	<i>1st o/a</i> <i>Chris More & Ian Doble</i>
<i>Plandescil</i>	<i>Fri 29th Jan</i>	<i>1st o/a</i> <i>Alan Shrimpton & David Bell</i>
<i>Your Ideal Shop</i>	<i>Fri 26th Feb</i>	<i>Howard Joynt & Bernie Fox</i> <i>Entries open</i> <i>Wednesday 10th February</i>
<i>Lyng Garage</i>	<i>Fri 26th Mar</i>	<i>Ian Doble & Chris More</i>

Results from the Plandescil:

Car	Driver	Navigator	Class	Fails	Mins	o/a	Class
1	Alan Shrimpton	David Bell	E		19	1	
2	Chris More	Ian Doble	E		21	2	1
5	David Leckie	Katy Leckie	I		47	3	1
6	Jonathan Stimpson	Graeme Aldridge	I	1	13	4	2
3	Emma Henchox	Rob Henchoz	I	2	20	5	3
9	Brian Marquis	Danny Lemmon	N	2	24	6	1
11	Mark Annison	Richard Johns	N	2	53	7	2
10	Paul Brunton	Nick Wale	N	3	14	8	3
4	Robert Aldous	David Mann	I	3	37	9	3
12	Bernie Fox	Howard Joynt	N	3	46	10	4
7	Ant Liddle	Garth Collier	N	5	37	11	5
8	Trevor Addison	Andrew Lawson	N	6	26	12	6

2010 Summer Series Championship

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

March Autotest

Sunday 7th March

An opportunity to see what you missed last year as the club is putting on a Summer Series Taster Production Car Autotest at Snetterton

Last year's event was very well received

Entries are now open, an entry form is included with this issue, details will also be found on the website.

Marshals and entries required

Contact Howard Joynt for more information

Plandescil 12 Car

What a night – in fact what a weekend. I usually get stuck into my short story of our event straightaway on Saturday morning but this month it's a little different. As soon as we finished the event Gill collected me and I drove to Holmes Chapel in Cheshire arriving at 2.00am Saturday morning. It's now Wednesday evening the following week and I'm just about caught up.

Like everyone else we slipped and skidded our way around the route without any damage thankfully, although we had at least one complete spin and several “goes” at the banking. The worst moments were approaching A47 junctions and just having no chance of stopping. Fortunately the salt had usually spread a couple of yards/metres up the yellow and afforded us some useful grip. Several times Chris was heading for the grass verge rather than slide across the give way line onto the carriageway. I've just come off the 'phone with him and he tells me the back brakes had completely given up the ghost as they had lost all their fluid. It's a complicated system that runs via the handbrake which accounts for the fact this did not work all night either – hence our several very frustrating attempts at handbrake turns that did not happen.

We were fair and squarely beaten by Alan and David on the night and several other crews gave us a good run for our money. I think Emma needs a medal for pedalling the Volvo around so well. The poor old Escort just had no grip whatsoever and trying to set off up hill was nightmare, so apologies to those who we momentarily delayed trying to gather momentum.

Anyway onto the details of my nights navigational exploits.

The first section of spot heights took us north west of Hingham, and it soon became very clear that caution was going to be the watchword of the night. Instead of the navigation being the time consuming ingredient it was the ice. We were on the verge of just calling it a day after three miles rather than risk damaging the car. I lost concentration in Southburgh and convinced myself to go west instead of taking the slot north. Turning around was very time consuming in the conditions. Then at the next slot left the ice got the better of the car and we were facing the wrong way. By the time we found traction and turned around Alan and David passed us. Hang on they were Car 1 – where have they been???

The next section of jumbled TLSO etc letters took us through Daffy Green and onto map 132 without any navigational dramas but just “tippy toeing” along.

Next we had a journey further north through Beeston with a very intricate series of yyww etc letters and we used the white triangle at the top of the Fransham white. Again so far so good but dropping 3 minutes at each Control as Chris struggles with keeping the car going forward. He has to use the grass verge a lot of the time to get traction away from junctions.

Next we had a straight line herringbone which was broken into 4 sections for the Experts. The first cross roads caused a lot of confusion, but we sorted it out and I managed to keep a few junctions in front of Chris on the road. We were supposed to use all the roads around the triangle on GS 8620, but I was adamant that the code boards around the NAM lwt were a rouse by Julian and Sara to lure us the wrong way. I noted the letters but did not enter them in the appropriate boxes with a little side

note. Later in the week having seen the intended navigation handout I discover that the vagaries of Microsoft Word had managed to erase one of the “bones” from my handout so the NAM junction indicated just did not plot. Thankfully we were given the benefit of the doubt and it seems two wrongs ended up making a right. This section was really tough in all respects. We needed to negotiate lwt's at all the junctions in GS8518 approaching from the north it was nearly impossible to stop at the first one and then almost impossible to gain traction up hill south out of the second one. We went half way to East Lexham on the grass verge it seemed!

TC5 to TC6 took us around Great Dunham and Little Fransham to Lyon's Green. The most scary part was approaching the A47 where we just could not stop even trickling along at about 10mph. Chris headed for the grass verge and we luckily to found some grip about a yard from the road – thankfully nothing was coming. This was the only section we cleaned all evening so very satisfying really, but not to last!

6 to 7 is a series of tulips which work out nicely and take us back onto 144 and into Bradenham and around the ford, all without incident that I can remember, and then further south again into Carbrooke for the final section.

This was nearly my undoing, but I resorted to my guesswork solution and lady luck was on my side. The numbers looked like map references although they were not in the correct “bunches” I just could not make them plot sensible places apart from the lwt. While I was deliberating Chris pulled over to let Emma and Rob by, and we didn't see them again, as it took us ages to regain traction and forward

motion. We found Julian at the final control and I thought we were going to slide straight into him!! Again checking my handout against the "master" a zero had disappeared on my list of numbers, but it was only another contributing factor to me not being able to decipher it properly.

I missed all the results at the finish, but Chris rang me to let me

know we were 2nd and both very pleased.

This was another cracking event from Julian and Sara, and a huge thank you to all the Marshalls for coming out on another really awful night. See you on the next one.

Ian Doble, Expert Navigator (car 2)

PS

Julian this was a cracking route, Would you save it for later and use it again, different navigation and of course some amendments. I would like to drive this again in better conditions.

Chris More (young driver from car 2)



Social Diary Dates

Howard Joynt

Diary Dates from the Social Diary.

18th February. Our normal Natter and Noggin Evening will be a Scalextric Night at the Ugly Bug.

24th February. WSMC organised evening at Horinger Community Centre featuring a talk by Barry "Whizzo" Williams. Please contact Keith Pettitt on 01284 850575 if interested.

26th February. Our next 12 Car Date is also British Heart Foundation National Wear Red Day!!!

Classic Team Lotus is the Works historic motor sport activity in the Lotus group of Companies, still based in the same building from which Team Lotus operated in the late 60's and early 70's. They offer tours of this facility, including a welcome by Clive Chapman, history and technical significance of cars displayed, Lotus archive, Video presentation, Group and Individual photo opportunity with a F1 car and complimentary Classic Team Lotus Print and team issue hat. The downside is that they charge £20 per head for a group size of between 10 and 15. Please contact me if interested, and I will book if a suitable number want to go along.

Cheers Howard



Top tips on how to lower your car insurance

Kyle Fortune

Car insurance premiums soared by nearly 20% during 2009, according to the latest figures, so it's more important than ever to get the right deal. Follow these tips and you could see your insurance bills slashed.

Shop around

Shopping around is the most obvious way of finding cheaper car insurance and reducing your bills, but it's surprising how few drivers bother to do it. Spend time on comparison sites and you could save a fortune.

Garage your car

Take all that junk that's cluttering up your garage to the tip and park your car in it (the garage that is, not the tip). Telling your insurers that your car is kept in a locked garage is certain to reduce your premium. No garage? Even if you've a driveway then be sure to tell your insurance company that you use it to park your car on - this is seen as more secure than being left on the road outside your house. Your premiums should drop if you do so.

Take some additional driver training

New drivers can get discounted insurance if they take Pass Plus, while older drivers can benefit from premium reductions if they're prepared to take additional training and pass one of the various advanced driving tests available. A better qualified driver is a safer driver - RoSPA, for instance, claims that its advanced drivers are 25% less likely to be involved in an accident.

Increase your excess and reduce your mileage

Accept a higher excess and your insurer will look kindly on you and your premiums will drop as a result. Accept mileage restrictions and you should also get a cheaper quote - just be sure to stick by them or you could invalidate your policy or be subject to additional charges.

Protect your no-claims

Years of driving without any claims? Then protect your no-claims discount. Don't claim unless you have to; small repairs are sometimes more economical to get fixed out of your own pocket in the long run.

Be secure

Most modern cars come with immobilisers and alarms as standard, but if they don't then get one professionally installed. Tracker devices are often an insurance stipulation on more expensive cars, and are hugely successful in allowing stolen cars to be found. Fit one and your premium should plummet.

Keep your licence clean

Insurers will usually ignore three points on your licence, but any more and you may have to pay for it. Keep that licence point free and you should get cheaper premiums.

Buy a cheaper, lower insurance group car

Before you buy take a look at insurance bandings. Two cars from different manufacturers can do much the same job but differ wildly on insurance groupings thanks to an individual manufacturer's record on security. The lower the number the lower the cost.

Move house or change your job

If you live in an area where car theft is rife then it stands to reason your premiums will be high, similarly your job has an impact on your premium, journalists being in a higher premium-paying category for instance, along with professional sportsmen among others.

Choose the right policy

Comprehensive, third-party or third-party, fire and theft? Depending on how much your car is worth you need to get the right policy. Fully comprehensive is generally only worth it if your car is worth over £1,000. Also, research multi-car policies if you have access to two or more cars.

Pick your driver

Women typically pay lower premiums than their male partners, so if the family car is being shared equally you should pay less if you insure it in the woman's name.

Avoid modifications

Start modifying the performance or looks of your car and you'll pay more insurance. Expensive wheels and fancy stereos make your car more attractive to those with light fingers, which will be reflected in your premiums.

Join a club

Join an owners' club or car club and it's likely they'll have some sort of specialist discount deal with an insurance company. Those drivers who are committed enough to join a club will typically be more careful with their cars than those for whom it's merely transport.

Get a low-mileage deal

If you do very low mileage, then let your broker know. Many offer cut-price deals, because less time on the road means less chance of an accident. These special policies are ideal if, for example, you only use your car for the occasional trip to the local shops. They can also make a classic car or sports car surprisingly cheap to insure, provided you keep it in a garage.

Miscellaneous

Hi SCCON

The North Norfolk Classic Vehicle Club are again organising a run on Sunday 25th April "Drive it Day".

The destination is Sandringham, the start Sheringham (provided they have the rails over the road by then). As usual this is a fun casual motoring day; we have no entry fee as such, though we do ask those who join us to make a donation to the cause which is Break Charity of Sheringham.

A bacon buttie man will be at the start for the hungry ones. Soft drinks will hopefully be provided for the run.

We will provide an interesting and informative route book covering the 44 miles we choose for the run.

It may be you have something in mind already, if not, why not mention our event, all old and interesting newer motors and motorbikes are welcome. Last year we had over 130 cars on the run and hope for a few more this year.

If you prefer there is no reason why you cannot use Sandringham as a destination and produce your own run for members to get them there along your preferred route. If you chose to do that we would be pleased if you would ask your members to make a donation to Break at the finish, where raffle tickets will also be available.

If you need any questions answered please let me know

Thanks
Geoff Jones
Chairman
North Norfolk Classic Vehicle Club

Our friends in West Suffolk Motor Club are holding an open club night on Wednesday, 24th February.

Barry "Whizzo" Williams open night is at Horringer Community Centre (on village green next to church).

8.00 For 8.30 start.

Telephone or e-mail me (Keith Pettitt) for booking number 01284 850575 or keithpettitt@hotmail.co.uk (if it's over subscribed - no booking number, no entry)

Please join them and bring your friends.

Local (ish) Stage Rallies in 2010

South Downs Stages	Sat, 06/02/2010	Stage Rally	Bognor Regis MC, Southsea MC	
Wydean	Sat, 13/02/2010	Stage Rally	Forest of Dean MC	BTRDA
Rallye Sunseeker	Sat, 27/02/2010 - Sun, 28/02/2010	Stage Rally	Southern CC	
Malcolm Watson Spring Stages	Sat, 10/04/2010 - Sun, 11/04/2010	Stage Rally	SCCON	AEMC Stage, ASEMC Stage, EMAMC SV
Middlewick Stages	Sat, 08/05/2010	Stage Rally	Middlesex County AC	AEMC Stage, ASEMC Stage
Dukeries Rally	Sat, 12/06/2010	Stage Rally	Dukeries MC	AEMC Stage, BTRDA, EMAMC MV
Essex Charity Stages	Sun, 04/07/2010	Stage Rally	Wickford AC	AEMC Stage
Bomb-along Stages	Sun, 05/09/2010	Stage Rally	Middlesex County AC	AEMC Stage
Hutton Kitchens Woodbridge Stages	Sat, 25/09/2010	Stage Rally	Chelmsford MC	AEMC Stage, ASEMC Stage
Premier Stages	Sat, 23/10/2010	Stage Rally	Dukeries MC	AEMC Stage, EMAMC MV
Lynn Charity Stages	Sun, 07/11/2010	Stage Rally	Kings Lynn DMC	AEMC Stage, EMAMC SV
Wales Rally GB	Fri, 12/11/2010 - Sun, 14/11/2010	Stage Rally		
Rockingham Stages	Sat, 04/12/2010 - Sun, 05/12/2010	Stage Rally	Middlesex County AC	AEMC Stage

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CAR SUITABLE FOR CLUB
12 CARS, AUTOTESTS & TRIALS

CAN YOU HELP?

IF YOU CAN PLEASE CONTACT

Chris Edwards
01953 881234 / 07850 613741
chris@edwardsnews.co.uk

