

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

March 2010



Photos of club members in action on the 2009

Malcolm Watson Spring Rally Stages

If you want to see the action this year
then please sign up to help the club by marshalling

See page 8 for further information



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Inside this issue	
The Latest ...	3
Editorial	4
Chat from the Chair	5-6
AGM Notice	7
Stage Page	8
Road Rallying	9-11
2009 / 2010 Championship Positions	12
2009 / 2010 12 Car Championship	13
2010 Summer Series Championship	14
Your Ideal Shop 12 Car	15-16
Snippets	16
2010 AEMC Sprint Championship	17-18
Adverts	18
Tales from the Amazon	19-20

Included with this edition you may find:

Info about Round 1 of the Summer Series

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

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 March for the next Natter & Noggin

Dinner Dance

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

Diary Dates

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

Wednesday 7th April
Management Meeting at the Ugly Bug Inn, Colton.

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.

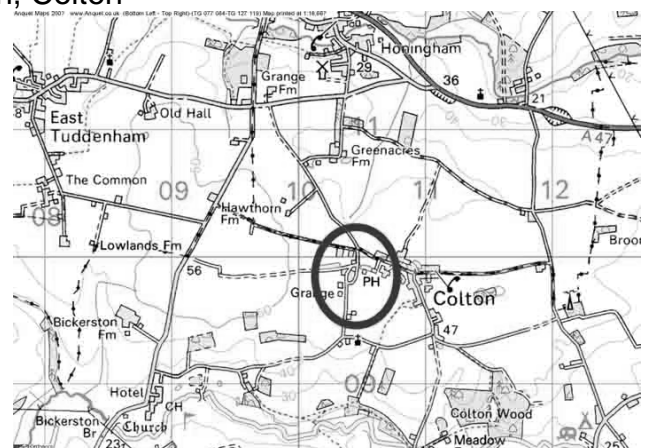
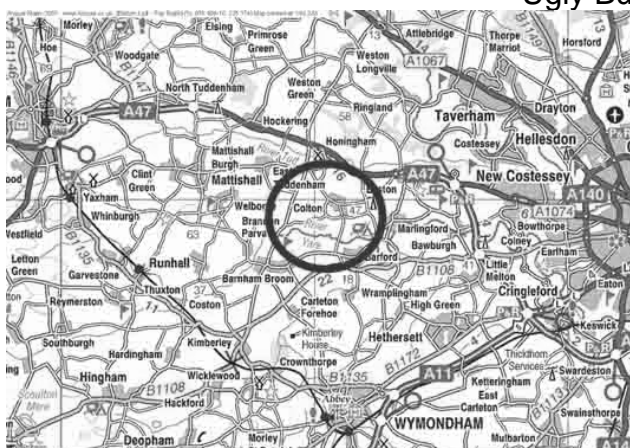
Friday 26th March
Lyng Garage 12 Car

Saturday 24th April

Annual Dinner Dance & Prize Giving

Please contact Lorraine Annison on 01263 513052 for further information

Ugly Bug Inn, Colton



Editorial

Martin Newson

Well that's February gone already, with only a few days before our first rally of 2010 it is now going to be a bit of a rush to get things finished in time. New seats are fitted but there is the small issue of an MOT to be sorted and the road tax to buy, and not forgetting the trailer brakes to repair it is going to be busy this weekend.

Friday February 26th

The last Friday of the month so it must be time for Your Ideal Shop 12 Car with Howard and Bernie's running the show it was going to be an interesting night.

Christine and I left home as soon as possible after work as it is quite a run from Beccles to Legends near Swaffham and we like to be there early for Christine's pot of tea, and a chance to have a quick word with the nervous teams.

We had a nice steady drive out to our passage check near Billingford common, being there in plenty of time meant we could eat our picnic tea in peace before the rush. The

first four cars were very close to their due minute, and then there was quite a wait for the next crews so the navigation must have been some what testing for some of the crews.

Dave and Katie Leckie never made it to us as poor Katie was suffering from an upset tummy.

John Peterson and Rob Cook decided to cut before getting to us as they were running short of time and were in danger of going out of time limit.

Sunday February 28th

Why does it have to rain all day when we marshal for Chelmsford Motor Club at a Woodbridge Gymkhana? There were 7 of us forming the SCCON marshalling team on the day; they gave us a large area in a compound by aircraft hangers to keep an eye on with the cars driving through lettered gates to form a route. With only a couple of cones being touched it was a nice relaxing day.

Our big bonus was having

Christine there all day, and as catering manager we were fed and watered all day with a beautiful smile. Thank you Christine.

Sunday March 7th

Due to commitments of getting MG ready for our first championship round in Wales I was unable to make the start of the auto-test, but Christine left the house early to help Howard with the signing on and set-up. With 20 club members taking part we were able to put on a display of driving skills for the track day drivers to watch, and plenty of them did. The team laid out three tests and each driver had three goes at each with their best two times counting.

As you can see elsewhere it was a very close competitive event, which was enjoyed by everyone including the cold marshals.

We have had a very busy few weeks and it does not look as if it is slowing down yet.

Regards

Martin and Christine Newson

Christmas Quiz; here are the results of the Christmas quiz, at long last.

Position		Quiz	Adrian's	Total
1st Overall	Chris More	104	23	127
2nd Overall	Peter / Tara Riddle	92	27	119
3rd Overall	Duncan Macnab	99	16	115
4th Overall	David / Julie Mann	102	8	110
5th Overall	Martin / Sam Godbold	75	2	77
Quiz				
1st Overall	Chris More	104		
2nd Overall	David / Julie Mann	102		
3rd Overall	Duncan Macnab	99		
4th Overall	Peter / Tara Riddle	92		
5th Overall	Martin / Sam Godbold	75		
			Adrian's	
1st Overall	Peter / Tara Riddle		27	
2nd Overall	Chris More		23	
3rd Overall	Duncan Macnab		16	
4th Overall	David / Julie Mann		8	
5th Overall	Martin / Sam Godbold		2	

There will be a prize coming to you. Thank you for sending in your quiz answers, as Brucie says points make prizes.

Chat from the Chair

Peter Skillen

Hello all,

As I write this we only have 32 days to go until the stage rally, weekend of the 10th and 11th April, so please if you can help in anyway please let a committee member know, we really do need marshals to help over this weekend, as it over two days so if you can get friends and or family to come along we really need the support to make sure that the event runs please.

Yesterday (Sunday 7th March) we had the production car auto test at Snetterton and I have to say it was a great day. The weather was bright sunshine but a very cold wind and it stayed dry all day. I big thank you to all involved, including the marshals who faced the cold winds. It was also nice to attract the attention of the people who attended the track day that was on at the same time. We did manage to get quite a crowd watching over the lunch break. I know a few people did take photos so please let me or Dave Bell have them so we can have them on the website please.

Dave Bell has been extremely busy on the website, so please take the time to go and view it, I had some very positive comments about it at the auto test on Sunday, and he has also put on a section for regional Road Rallying News if anyone would like to know when events are on please view

this section.

The Your Ideal Shop 12 car had a full entry list and by all accounts it was a very good event, as we only have one more round left I would be interested in feedback from this years 12car, as we had introduced new rules of getting entry forms in etc, so it would be good to hear how you have found these please. I'm sure we will do some more tweaking ready for the start of next years 12car championship.

Alex Parpottas who I did two stages rallys with last year won his first event, and the first round of the Jnr F1000's yesterday. Alex is 16yr and this is his second year in the Jnr F1000 and he started the championship campaign with a win. The event was Roskirk and the event had 16 Jnr crews enter. Alex won by a 33 seconds over Chris Ingram.



Also the WRC had a round in Mexico this weekend, Loeb won but Petter Solberg beat Sebastien Ogier for second place on the final super special a very close battle

and its good to see Petter back and at the front of the field. Ken Block the gymkhana ace, came in 18th and Kimi RÄIKKÖNEN had a little off, if you didn't see it he did roll the car a number of times. The IRC was in Brazil and Kris Meeke celebrated his second successive victory on Rally Internacional de Curitiba in his Peugeot 207 Super 2000.



Also I have found this hand little website with lots of info on it for people who are interested in stage rallying.

www.itsmymotorsport.co.uk

For rally fans it gives you a full years events in the rally events pages covering UK and Eire. Find your way to the main UK rally stages with directions.

You can get there without any bother as you will find when you view the comprehensive rally stage and rally venue guide.

Hope to see you all soon,
Peter

Here are a few photos from Snetterton;



Press Release

Broadland MG Owners' Club Heritage Run, Monday 3 May 2010

Broadland MG Owners' Club invites owners of MG and other classic and vintage cars to take part in its 21st annual Heritage Run on Bank Holiday Monday, 3 May 2010.

The Heritage Run is now firmly established in the local classic car calendar and attracts more than 170 entries each year.



This year's event starts at the Caister-on-Sea Lifeboat Station and follows a gentle 70 mile route through the very best of the Norfolk countryside to a surprise finish. The actual location of the finish is a well-guarded secret, but promises to be in keeping with the spirit of the run and will be well worth visiting.

Entry is open to all classic and future classic cars. Previous entrants have included everything from Fords to Ferraris, and Panhards to Porsches.

All entrants will receive a rally plate, tulip map, finishers' plaque, plus a bacon roll at the start, with the first car away from Caister at 9am.

The money raised will go to local charities. Last year, the Heritage Run raised over £3600 for the Caister Lifeboat, Fairhaven Garden Trust and the National Trust.

Entry costs just £18 per car and you can download an entry form via the BMGOC's web site at: <http://www.broadlandmgoc.co.uk>

Alternatively, you can e-mail jennifer.clark860@ntlworld.com or call Vic or Jenny Clark on 01493 601796. The closing date for entries is Saturday 10 April 2010.

ENDS

Notes to editors:

For more information contact David Johnson on 01603 438940, 07721399851 or email broadlandmgoc@yahoo.uk.

An image promoting the Heritage Run should have been attached to this release.

Photographs from previous Heritage Runs are available.

Photo and other interview opportunities will be available on the run.

Sporting Car Club of Norfolk Limited Annual General Meeting

Thursday 20th May 2010. Commencing at 8:00pm at The Ugly Bug PH, Colton, Norfolk.

AGENDA

- 1 Welcome and introduction
- 2 Apologies for absence
- 3 Minutes of the Annual General Meeting of the 21st May 2009
- 4 Chairman's Report – P. Skillen
- 5 Competition Secretary's Report – M. Annison
- 6 Treasurers Financial Report and Presentation of Accounts – L. Welbelove
- 7 Re Election of Auditors
- 8 Re Election of Club President and Vice Presidents
- 9 Re Election and Election of Members of the Council of Management. In accordance with the Articles of Association all Members of the Council of Management are to retire and are eligible for re election
- 10 Any other business

David Leckie. Company Secretary. Norfolk Limited

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 a long 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 ASEMCC 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 anything 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



ASEMCC Club Stage Rally

Road Rallying February Round Up

Dave Bell

Bruce Robinson – Saturday 13th / Sunday 14th February

With the car fettled after it's tantrum on the Carpetbagger (loose exhaust and a diplomatic retirement before exclusion for noise) an opportunity for Hugh to have his first go at the Bruce Robinson, a local-ish rally starting in Louth and finishing in Lincoln on maps 121 and 122. Over the last couple of years the event has had a good press and the reward for this was a full entry. This year we're having a go at four regional championships (ANCC, ANEMMC, ANWCC and EMAMC) as many of the events are rounds in more than one of the Championships, the Bruce was the first round of the ANCC, ANEMMC and EMAMC Championships. Seeded at 18 and first Class 2 (Semi) we were hoping for a good run as the event usually features a reasonable amount of mileage on private land to keep Hugh entertained and straight forward but time consuming navigation for me (usually spiced up with many strategically placed code boards). Time cards, road book and the first route card were delivered to the car 5 minutes before start time, which is a bit unusual but I guess it was to try and keep the spectators away from the airfields. The road book was something new containing the layouts for four of the 'tests'. The first time card covered three of the tests, the second and third time cards were mainly plot and bash standard sections with the fourth time card for another go at the four tests. There were actually five tests, South Elkington – 3kms of mostly smooth farm track, Ludford – 5kms of mostly smooth airfield spiced up with one or two very tight chicanes, Willingham Hill – 1km of smooth but muddy farm track, Wickenby – 3kms of smooth airfield (basically a run up and down the main runway but made

more interesting with many man made chicanes and twiddly bits), East Kirby – 5kms of very smooth airfield (including a kart track).

The first time card came and went, Hugh enjoyed the tests and we were lying a respectable 10th o/a at TC9. The main aim on this type of event is not to drop any time on the standard sections, well all went to plan as far as TC10 but it all went a bit pear-shaped at TC11. Most standard sections are fairly easily cleanable as long as the timing is done to the Blue Book and you don't make any mistakes, well it was time for our first one (of two) as we had problems with a code board which required a bit of reversing. We made it into TC11 just about on our minute but in a queue and the marshal decided we were late which was a bit border line but the marshal is always right. Followed car 19 for a bit and things calmed down with most of the navigation in the form of out of order grids (grid lines, spot heights, map features etc) plotted in either alphabetical or numerical order. Back onto our due time for the first run round Wickenby to TC17. Hand out 7 to TC18 and the first reverse alphabetical grid of the night. Hand out 8 to TC19 and the combination of an upside down herringbone and a cunningly placed code board required another bit of reversing but no time loss. All went well to TC20 but hand out 10 proved a bit problematical, I'm not too good at grid references at the best of times and faced with an out of order grid of 12 of them in 3kms plus a map change and it all went blank, lucky to get away with only dropping a minute. Into petrol and we were down to 15th o/a.

The third time card was fairly painless with only time dropped on the East Kirby test. Time card four took in return visits to the first three tests, a bit of plot and bash

through the double ford at Biscathorpe and finished off with a second visit to Wickenby. It had all been going very well in the second half, but it was about to change. All was fine until the final hairpin, we'd just about caught the car in front and we're not sure whether the car stalled or cut out on the final hairpin, what we are sure about is that it wouldn't start, absolutely nothing! Last year's Preston ended up with me up to the shins in agricultural slurry trying to push a Nova, this time it was only up to the ankles and a Rover, neither is something I'd recommend. Seemed like hours but looking at the times it was actually 4 minutes before the engine fired up and a rather distressed navigator was re-installed and ferried the 300m to the final control.

Overall an excellent event, most enjoyable but a disappointing result, 16th o/a and 3rd Semi. Just as well we dropped the two minutes on the standard sections otherwise the Wickenby disaster would have been hard to cope with, even though we were stuck for 4 minutes we only dropped 1 place. The winners (Guy Robinson / Charles Wheeldon) dropped 7:39 with 65 seconds covering 2nd (8:51) to 9th (9:56) o/a with us on 15:24.

Ryemoor Trophy – Saturday 27th / Sunday 28th February

One to forget ASAP, head gasket went in the queue for noise! Trip memorable for a very good meal at The Chequers in Ledsham (A1 / A63 junction) and I can give the breakfast at the Premier Inn at Newark 10/10. Character building or what?

March Autotest

Sunday 7th March

Results

AM	PM	Total				O/A	Class
322	261	583	14	Jonathan Stimpson	FWD	1	FTD
326	260	586	11	Rob Kitchen	FWD	2	1
328	259	587	17	Peter Riddle	FWD	3	2
327	264	591	8	Gary White	RWD	4	1
330	263	593	7	Mark Banham	FWD	5	3
333	263	596	9	John Peterson	FWD	6	4
330	267	597	10	Neil Peterson	FWD	7	5
336	266	602	12	Rob Dominy	FWD	8	6
341	276	617	15	Julian Riley	FWD	9	7
347	276	623	4	Peter Skillen	FWD	10	8
352	275	627	1	Trevor Addison	RWD	11	3
349	279	628	21	Howard Joynt	FWD	12	9
356	275	631	16	Chris Edwards	FWD	13	20
345	290	635	2	Alan Sampson	RWD	14	3
353	293	646	20	Bernie Fox	FWD	15	11
380	276	656	3	Chris Hardiman	FWD	16	12
391	284	675	18	Chris Barnes	RWD	17	4
416	274	690	6	David Campling	FWD	18	13
408	283	691	19	Matt Gibson	RWD	19	5
419	275	694	5	Richard Johns	FWD	20	14

March Hare 12 Car

Friday 12th March

Results

O/A	Car	Crew	Class	Fails	Mins	SCCoN	KLDMC
1	3	Tony & Mike	E		20		12
2	1	Bob & Brian	E	1	18		11
3	2	Chris & Ian	E	2	18	10	
4	9	Andy & Jasmin	N	3	36		9
5	6	Robert & David	S	3	52	8	
6	4	Paul & Peter	E	4	26	7	
7	8	Jonathan & David	S	5	66	6	
8	5	Ed & Jamie	S	6	29		5
9	10	Brian & Danny	N	13	46	4	
10	12	Trevor & Andrew	N	20	48	3	
						38	37

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	56
	Gill Doble		2	Martin Newson	50
2=	Ian Doble	36	3	Christine Newson	47
	Chris Barns		4	Mike Lambert	41
4=	Howard Joynt	32	5	Bernie Fox	40
	Trevor Addison		6	David Bell	33
7	David Leckie	31	7	Mark Annison	32
8	Sara Riley	30	8	David Leckie	30
9	Linda Horne	28		Brian Marquis	
	David Burlingham		9=	Ian Doble	29
10=	Jonathan Stimpson	25			
Marshal			12 Car (Driver)		
1	Christine Newson	20	1	Chris More	51
2	Martin Newson	19	2	Robert Aldous	42
3	Mike Lambert	15	3	Brian Marquis	38
4	Howard Joynt	13	4	Ant Liddle	36
5	Bernie Fox	11	5	Mark Annison	34
6	David Bell	8			
7	Clare Rix	6	12 Car (Navigator)		
8	Sara Riley	5	1	Ian Doble	51
			2	David Mann	42
			3	Danny Lemmon	38
			4	Garth Collier	36
			5	Richard Johns	34

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>1st o/a Alan Shrimpton & David Bell</i>
<i>Your Ideal Shop</i>	<i>Fri 26th Feb</i>	<i>1st o/a Julian Riley & Peter Riddle</i>
<i>Lyng Garage</i>	<i>Fri 26th Mar</i>	<i>Ian Doble & Chris More</i> <i>Entries open</i> <i>Wednesday 10th March</i>

Results from the Your Ideal Shop:

Car	Driver	Navigator	Class	Fails	Mins	o/a	Class
1	Julian Riley	Peter Riddle	E			1	
8	Brian Marquis	Danny Lemmon	N		2	2	1
10	Ant Liddle	Garth Collier	N		24	3	2
4	Robert Aldous	David Mann	I		31	4	1
3	Chris More	Ian Doble	E	1		5	1
11	Trevor Addison	Andrew Lawson	N	2	3	6	3
7	Rob Kitchen	Rob Dominy	N	3	4	7	4
2	Emma Henchoz	Rob Henchoz	E	3	11	8	2
5	Jonathan Stimpson	David Burlingham	I	4	24	9	2
9	Paul Brunton	Nick Wale	N	6	12	10	5
12	John Peterson	Rob Cook	N	15	29	11	6
6	David Leckie	Katy Leckie					DNF – mal de nav

2010 Summer Series Championship

Provisional calendar below

Just need some organisers - anyone interested?

Plenty of help and advice available for first time organisers

Dates at Snetterton confirmed

The other venues will be confirmed ASAP

<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>	

Then



Now



Your Ideal Shop 12 Car

Ian Doble

Well I don't really understand what happened – we drove past the last code board without seeing it – neither of us!! This inexcusable mistake dropped us from 2nd to 5th after 50 odd miles of hard but straightforward navigation, and really tricky roads doing a pretty good job of imitating rivers in some places.

Start formalities were at Legends Diner at the western end of the Swaffham by-pass with a short run out to near Narford Hall. This first section was defined by grid lines and some avoid references that took us along the white in GS7515 and through West Acre, in fact right passed Chris's front gate, so with him knowing the roads it put the pressure on me to make sure I knew where to point him. Unsurprisingly we managed to pull out a few minutes on the crews in front only to have to wait at the Control to allow them to take their minute. This has the makings of the proverbial Hare and Tortoise if we are not careful.

The second section had me scratching my head for a minute or two before I realised we had a mixture of spot heights and map references squashed up together, and we resorted to following Rob and Emma for a short distance until I sorted myself out. As Peter would say "I had a crisis of confidence" when the lwt I thought should have been at SH74 was actually at the next map reference two junctions further on! The section finished after a map change through Necton on the road to Ivy Todd.

TC3 to 4 meandered between 144 and 132 to just west of Yaxham. The instructions being somewhat unconventional arrows pointing left, right and up. After some head scratching it worked out to be departure directions at junctions but knowing whether to go along the rows or down the columns took a little while to decipher, but we were still "clean" when we arrived at Mike's

Control, but this was soon to change.

Handout 4 to 5 was a series of tulips labelled 1, b,3,d,4 etc scattered all over a sheet of A4. Nothing difficult about this really, just time consuming, but the fact it took us competitively through the middle of Dereham made it difficult to believe, and I ask Chris to stop a couple of times to double check – it's the "Crisis of confidence" again. This added to map changes from 144 to 133 to 132 to 133 to back 132 meant we had fallen back onto "The Robs minute". At the T junction in GS9916 they pulled over to let us slip up the inside before the control but we nearly came to grief on the mud as the Escort under-steered across the road and up the bank, but turned just in time to miss the hedge – no doubt "The Robs" had a good chuckle at our antics.

5 to 6 took us up the road from Hoe to Worthing and then back to Swanton Morley and through to Billingford – more map changes, and without a direction of approach for the control I nearly took us in from the wrong direction by miss reading the string of yyybyb etc.

This is a very familiar road as I walk up and down it once a month as it is one the Norfolk Wildlife Trusts monthly bird walks. It has been going every month since February 1984 creating a history of the wildlife in the area. This intimate knowledge of every crest and turn was wasted though as I had my head in the maps plotting the way. I had been waiting to use this road on one of our 12 cars for years so I could call the "pace notes", but it was not to be. Still we did not drop any time and that's the main thing.

There was a minor crisis in the car for the next section as I just could not make the navigation work at all. No wonder, as we had managed to open the envelope for TC7 to 8 rather than TC6 to 7 This creates two problems – one wasting time on the wrong info

and b) hiding the instructions back in the wrong envelope for witnessing at the next Control. This mishap allowed "The Robs" to get back in front with their very rapid 205 while we sorted ourselves out. Thankfully the correct instruction was a simple herringbone and we were soon back on song. This piece had the final map change of the night back onto 132 so all we had to do now was survive the drama of "the wrong envelope" at the next TC, which thankfully went OK.

The nature of the event had changed after Dereham with the long 10 mile sections replaced by shorter 5 mile ones, which I find more fun as the navigation is usually more straightforward because of the number of junctions involved. 7 to 8 was compass headings from junction with the occasional lwt and this all fell into place nicely taking us to Horningtoft for the final dash up to Fakenham. This was defined by a mixture of grid lines and ygygg etc and proved our undoing. The final control was at the entrance to Hempton Village Hall and for some reason we both switched off after noting the code board at the junction from the A1065 onto The Common, and we sailed right passed another one which was apparently at the final junction. I for one was thinking we had already gone through the last control and just en-route to the Finish and I guess Chris was the same – in fact the Control was a bit of a surprise really. Anyway this lapse in concentration did not detract in anyway from the enjoyment of the rally. It was a good route with demanding handouts and as usual with Howard and Bernie one or two surprises – only they would think of taking us through Dereham – but it worked out fine.

It made a nice change to finish at a village hall with tea and coffee on tap so a big thank you to Chris Edwards for sponsoring the event and of course to all the helpers and Marshals, especially Clare and Ian for clearing

up after us, and of course Howard and Bernie – looking forward to next years already.

Don't forget the Lyng Garage at the end of March when Chris and I will endeavour to provide one and all another enjoyable evening's

entertainment.

Car3
28 February 2010

SNIPPETS

Mal de Nav

Upset tummy is very common among rally navigators when looking up and down between the road and the map. I'm very lucky to have a fairly cast iron stomach, but several of my navigators have felt queasy on occasions.

Also, soon after we'd bought Tara's Vauxhall Corsa, with suspension developed (???) by Lotus, it made several different rear seat passengers feel unwell. The first time this happened was on a SCCON treasure hunt when I was only driving at speeds up to 40mph.

I cured the Corsa's agitated and uncontrolled secondary ride by fitting Monroe rear shock absorbers with standard Nova settings and I binned the super-soft standard Corsa units.

Much later, when the Corsa failed its MOT with a broken rear spring, I fitted some slightly stiffer standard Nova rear springs that were lying in the garage. This further improved the ride and pretty much cured the Corsa's rather wayward high speed straight line stability. Lesson for Lotus: when the geometry is a bit crappy and you're getting unwanted bump-steer effects (at either end of the car), don't make it worse by choosing very soft spring rates. It's probably no secret that Lotus ride and handling A-team like to work on Lotus-badged products so maybe the Opel/Vauxhall project got whoever was left.

Anyway, back to mal-de-nav.....

My navigators have often taken Boots Travel Calm tablets which are cheap, readily available and don't seem to cause any noticeable drowsiness. Another SCCON member (who shall remain nameless) took some during the recent Motex Gymkhana organised by Chelmsford Motor Club at Woodbridge airfield and was grateful for their beneficial effect.

British FI World Champions

During the Motex Gymkhana, we had to answer some questions over the lunch break. The penalty was 1 second for every question you got wrong. So who was the last WRC Champion before Sébastien Loeb's six-year winning streak? We thought it was Marcus Grönholm, but the 2003 champion was actually Petter Solberg. We managed to get eight out of ten correct, but we still don't know which other question we got wrong. How many British drivers have won the Formula One World Championship? The correct answer is ten which we got right (and the next highest countries are Brazil and Finland with only three each). How many British F1 champions can you name? There are no prizes for getting Lewis Hamilton and Jenson Button!

Code-boards on 12-car Navigation Events - what are they for?

I was fortunate to win the "Your Ideal Shop" 12-car with Julian Riley, but the result could easily have been different if we'd missed one or two code-boards. We were very lucky to get one code-board on a yellow road, because Julian just glimpsed it as we were passing a non-competing car. I didn't see it at all, but Julian was certain he'd got the letters right so we didn't go back for another look.

The second one we nearly missed was almost at the finish, just as we turned left into the last short yellow road. This board was so close to the junction that our headlights didn't really shine towards it as we turned the corner and even with extra spots lights on our Saab, it was very hard to see. It was nestling deep down in the grass too and five crews, who must have gone past it, didn't see it and got a fail. Although we benefited by recording it, I thought this code-board wasn't really in the spirit of SCCON 12-car events.

I think the purpose of code-boards should be primarily to verify that a competitor has taken the correct route, and this board didn't function in this way because you pretty much had to go that way to reach the final control. May I ask that organisers at least clear the grass from in front of their code-boards!

Having said that, I must admit to having used code-boards for a different purpose on some of my 12-car events on map 144. But I tried to be fair by being up-front about it in my drivers' briefings at the start. I put code-boards part-way along long straights to take away the temptation to nip along a bit quicker than the speed limit. Then if you missed a code-board by going past it too fast, the penalty to go back and collect it would be quite a bit more time consuming than driving a bit slower in the first place. Happy hunting for those elusive code-boards!

Peter Riddle, March 2010

2010 AEMC SPRINT CHAMPIONSHIP

Chris Deal

2010 HANGAR 111 AEMC SPRINT CHAMPIONSHIP

This year sees the AEMC adopting the categories listed in the MSA Yearbook (the Blue Book). In general this does not mean too much, except if you have changed the engine. It also means that road-going cars do not have to be listed in What Car etc.

Some general things to note this year – you will need flame resistant gloves and the diesel equivalency is 0.7 this year. A couple of reminders, competition numbers need to be clear and on a contrasting background on each side of the vehicle to the satisfaction of the chief timekeeper, see J.4 for full details. The other thing that annoys timekeepers is the timing strut, it needs to be 254mm by 51 mm, vertical, be painted non reflective matt black and be the furthest forward part of the car and the bottom of the strut needs to be between 180mm and 200mm from the ground.

The Blue Book has many categories, but we have been able to amalgamate some of them otherwise there would have been so many classes that there would likely have been only one car in some classes. The resulting categories are Road-Going Series/Specialist Production Cars; Modified Limited/Specialist Production Cars; Sports Libre Cars and Racing Cars.

Now for a few specifics for each category

A – Road-Going Series/Specialist Production Cars

Road-Going Series Production Cars are where the production numbers exceed 1,000 per annum and Road-Going Specialist Production Cars are where production numbers are between 20 and 1,000 chassis per annum. All cars must compete in road legal condition, with reverse gear operable at all times. Seat belts must be at least 3 point; tyres can be from either list 1A or list 1B and only pump fuel can be used. As for engines Road-Going Series Production Cars the cylinder block and cylinder head **must** remain in the original position and be of the original type and material. Induction is free, as are exhaust systems, but **must** remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. For Road-Going Specialist Production Cars, the cylinder block and head **must** be of a make and type produced in at least 5,000 identical units originally available through the normal commercial channels of a land vehicle manufacturer.

There are classes up to 1400cc, 1401 to 2000cc and over 2000cc all of which exclude 4 wheel drive cars and Appendix 1 cars. 4 wheel drive cars retain their own class. Appendix 1 cars have two classes up to 1700cc and over 1700cc, examples of Appendix 1 cars are – Caterham; Westfield; Sylva; Fisher; Lotus 7, Elise, Exige and 340R; Vauxhall 220; X-Bow and similar types/derivatives of these cars.

B - Modified Limited/Specialist Production Cars

Firstly this category excludes Group B Sports Cars, GT1 Sports Cars and World Rally Cars as they are included in the Sports Libre category. A Modified Limited Production Car is one which **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months (vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from MSA). Modified Specialist Production Cars **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 20 chassis within 12 consecutive months.

All vehicles in this category must have roll cages fitted, at least 4 point seat belts, only pump fuel is permitted. After clarification by the MSA reverse gear is not required to be operable in this category.

The engine block **must** be externally identifiable as that fitted to the original model or specified option and it **must** remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. Additionally engines fitted to Modified Specialist Production Cars **must** be of a make and type produced in at least 5,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a land vehicle manufacturer

Numerous modifications are permitted, for details see full guidance notes or MSA Year Book.

Classes are up to 1400cc, 1401cc to 2000cc and 2001cc and over.

C – Sports Libre Cars

The following sub categories are allowed – Special Saloons, Hill Climb Supersports Chassis Cars, Sports Racing Cars, Group B Sports Cars (list of eligible cars is held by MSA), GT1 Sports Cars and World Rally Cars.

Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. There are various other restrictions including some relating to FIA regulations, please see MSA Year Book.

There are two classes up to 1800cc and 1801cc and over.

D – Racing Cars

Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. The various dimensions are shown in the MSA Year Book.

The requirements for this category have not changed, however the class split has changed to 1600cc.

I hope that helps explain the categories in Sprinting this year. Should you have any questions or wish to take part in the championship please get in touch. More detail can also be found on the AEMC web site www.aemc.org.uk

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Tales from the Amazon

Rob Henchoz

Out in the PV544 tonight

I'm shutting early (again: that's twice in one week!) at 1630, as we head 50miles north to Hingham, Norfolk for the Plandescil 12 car rally, courtesy of [SCCoN](#). Bearing in mind that the visibility has dropped to 100m in the snow flurries outside of my window, it could be pretty hard work on the drivers tonight. I'd already decided to fit Maxsport RB3 tyres: although they're rather wide treaded and fearsomely heavy, they have a delightful open block pattern and sticky rubber, so they should be good in tonight's conditions.

Saturday Morning

- Yup, it was interesting!
At least 45miles of the 50?mile route was light ice - sometimes extremely icy, rarely was there any grip at all. We already had notice of this since Emma had the PV twitching on the B road through the Pulhams whilst travelling very sedately (we had bags of time in hand).
- There was one easy junction that I suspect at least half the crews missed: a slot left at a crossroads, on a gentle brow and slight RH bend, not difficult to pick up, but absolutely no grip at all, and Emma didn't even bother to touch the brakes as we approached it, preferring to use engine braking and do a U-turn 100m further down the road (having passed Chris/Ian's Escort having performed the same manoeuvre).
- The conditions, whilst interesting for the driver, made it easier on the navigator since the car was being conducted in very smooth manner with no rapid alterations at all - this meant that I should have been able to stick to my game-plan of taking our time and ensuring zero fails (ie getting the route exactly correct). Sadly Julian & Sara's tulip diagram section did for me: I knew that we had approached "junction 9" as the eighth junction, so something was wrong. Sure enough Dave told me that it's a familiar one for him: there were two routes over the river, ie a longest way round triangle really, and we took the first ford, where I should have taken the second.
- Then there was a natty "not as map" bit of herringbone, that took us onto a short white - I looked at my Landranger map several times, and the junction this occurred at looked like a YYY junction, no white to be seen. Back in the bar I looked again, and sure enough there was 5mm of white in amongst a triangle of yellows.
Now this failure cost us nothing, since Chris/Ian's Escort passed us as we approached, so I confess I made an executive decision: "follow Ian, he's looking confident".
- Throughout the night we seemed to be trading places with Chris/Ian, which is unusual. Part of this was that I was on good form, and able to match Ian (noting that Ian did not pick up a fail at the fords!), but also that Chris was struggling with the cammy nature of his Escort, which was therefore pretty nervous on last nights surfaces, hence Emma could make up time that Chris restricted in.
- On Friday morning I had fitted the two sheet metal plates that cover the gap 'twixt inner wing and the engine aft of the x-member - this was because every bit of water we hit on the RallyoftheTests made the engine flutter, I'm pretty sure it was simply deluging the airfilter - and I hoped to cure the misfire. I'm happy to say that it worked, we hit standing water on 3 occasions, and Emma took the infamous ford at speed, with not even the hint of a misfire.
- As for tyre choice, we were spot on: the RB3's were about as perfect as you could get, and our one moment of the night - as we slid wide on a very slow and easy LH bend towards a very delightful iron gate - miraculously avoided contact damage as the tyres found the last ounce of grip to pull us up mm's short of contact. It was such a slow incident that Emma tells me I apparently had time to *discuss* with her that we were not going to avoid contact, and we are still both in awe that we never touched the gate. The PV really does look after us these days!
- Result
 - 5th overall I think: Ian & Dave (experts) ahead of us, and I think it was Katy Leckie (intermediate)
 - 2 fails (that ford that we crossed too soon)
 - 21' down on time, which was pretty flipping good in those conditions, but irrelevant really since I picked up the two fails!
 - Then sitting in bed with a glass of single malt before 0100!
- Addendum
 - Having just cleaned the salt off the car before switching wheels back to 165's, there is still more than 1mm of ice on the front bumper that we had since the ford last night, there's no way I can

- wash that off in these temperatures!
- Also I can now explain how we didn't hit that nice iron gate: the front valence and steering guard clearly found some rocks as we approached said gate!

And there's still 1/2" of snow lying here in Suffolk.

London to Capetown Rally 2011

Rob Henchoz, CMC member and owner of Amazon Cars and Richard Atherton are preparing this beast to compete on the 27 day London to Capetown Rally which leaves from Big Ben on New Years Eve. During the year we will be chronicling the work planned and completed.

November 2009

So, we had a busy weekend collecting our car for the London-Cape Town rally, which went something like...

- Saturday: delivered Cathy's 122S back to Luton
- Sunday 0430: depart for Stansted airport, with Richard Atherton
- Sunday 1200: found our new 144 in Copenhagen airport's car park P5, the keys were in the wheel well as arranged, and the car started: excellent!
- Through Denmark, onto the ferry, through Germany
- Sunday 1900: arrive at Drachten (Holland), met a chap called Hans in the Irish Pub and chatted about his adventures in Heathrow and across America - then sallied forth for an excellent Indonesian dinner before collapsing into bed.
- All the while we were arranging to get one of our competition overdrives from the workshop via Stansted to Spain for a stranded rally car (Casablanca rally) - successfully!
- Monday am: visited Flok Boer, to admire his axle and engine emporium: now Flok builds genuine 200bhp B20 motors, with good torque curves, so you can appreciate the wealth of his engineering knowledge (on which subject he lectures at the university).
- Monday pm: Hoek van Holland ferry to Harwich, whilst tele-advising our man in Spain how to build a Volvo gear box!
- Monday midnight: back at our workshop in Suffolk, with a happy 144 - and now arranging to get a gearbox to Gatwick airport for Spain!
- Tuesday: gearbox leaves our workshop in a taxi, now bound for the "left luggage" at Stansted.
- Wednesday? Hopefully Patrick will be back in the Casablanca rally after all our monumental efforts to sort his transmission out!

Oh, and here's a photo of the Cape Town car



Please support Rob and Richard by donating to Malaria No More

<http://www.justgiving.com/AmazonCar>