

SCCCLN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2010



Tony & Emma Hewitt

Richard Upton & Paul Bareham

Mark & Sam Loomes



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Included with this edition:

Malcolm Watson Spring Rally Stages Results

Malcolm Watson Spring Rally Stages Report

(borrowed from Valve Bounce
The Magazine of King's Lynn & District Motor Club)

Summer Series Round 2 Regs & Entry Form

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Lorraine Annison
Bernie Fox
Mike Lambert
Andrew Lawson
Gordon Wellbelove

Thursday 20th May

AGM

The White Horse Inn, Trowse

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 17th June for the next Natter & Noggin

AGM

Please join us at The White Horse Inn, Trowse on Thursday 20th May for the Annual General Meeting

Diary Dates

Thursday 20th May
AGM at The White Horse Inn, Trowse

Thursday 27th May
Autotest – regs included in this issue – Summer Series Round 2 – Snetterton

Wednesday 2nd June
Management Meeting at the Ugly Bug Inn, Colton

Thursday 17th June
Club night at the Ugly Bug Inn, Colton

Sunday 20th June
Midsummer Vintage and Classic Car Run

Thursday 27th June
Autotest – Summer Series Round 3 – Tibenham.

Marshalling

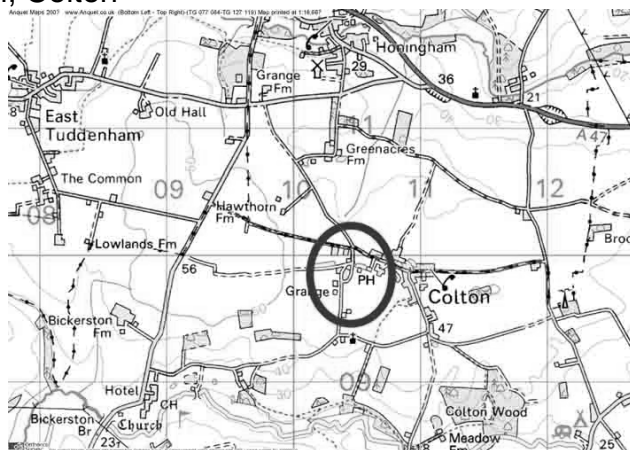
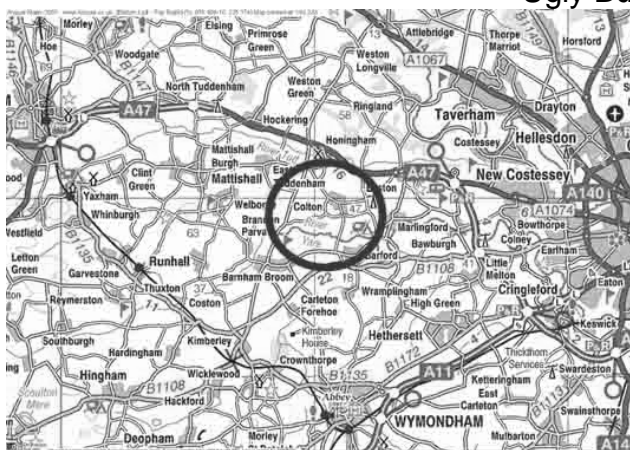
Marshal Points:
Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Lynne Wellbelove or Dave Bell.

Thursday 27th May
Summer Series Round 2 – Sealed Surface Autotest - Snetterton

Sunday 20th June
Midsummer Vintage and Classic Car Run

Thursday 24th June
Summer Series Round 3 – Sealed Surface Autotest - Tibenham

Ugly Bug Inn, Colton



Editorial

Martin Newson

With so much going on in April and May this year it is going to be hard to keep you all up to date with everything, this month I will have to keep notes as they happen rather than trying to recall what has gone on a week or so later.

This year as a whole must be one of the busiest on record for the club members, with our club members competing on their championship events as well as the club events.

Christine and I seem to out most of May, the first full week we are off to the Isle of Man for the Mini Manx Rally (not rallying this year just spectating or marshalling). Then we are back for a week or so then off to do the Jim Clark Rally, a two day event on the closed roads in the Scottish Borders.

Malcolm Watson Spring Stages Rally.

Well the stage rally has been and gone, and it was a great effort from all the club members to make this so successful. There were one or two problems on the Friday with the MSA insisting we made changes to the stage diagrams for the juniors before they could run on the Saturday afternoon, but it all came together when the flag dropped at 5 past 3 on Saturday and the stages became live.

I was marshalling in the area of junction 8 with Mike Smith, we had a number of people new to

marshalling in our area so after a quick briefing with them regarding safety we were ready to go, and we were not disappointed with the action with the quickest drivers being Ray Brammer and Tony Hewitt. Throughout the weekend the juniors impressed everyone with their high standards of driving and good manners (I wish this could be said of all the entries).

The results are elsewhere in this newsletter but when you compare the stage times of the juniors on stages 9 and 10 (do not forget they have to use a standard road tyre) to the seniors we might have some rally stars of the future taking part on our event.

April 24th. Dinner Dance and Prize Giving. Just two weeks after the main event and we all meet again to celebrate the efforts of all the club members during the 2009-2010 season. This not just for the competitors it is to recognise the support of the marshals and organisers who turn out at the weekends to run and keep in order the young and slightly older club members on our and other club's events during the year.

This year Lorraine found the excellent venue of The Old Rectory in Crostwick, the venue was great and really suited our event. The food was very good (and plenty of it). There was entertainment with John's disco complete with video, and we also had a magician who visited each

table to show card tricks and even if he did them slowly you could not see how they were done. A good night was had by all, and we Christine and I came away with more silverware for the lounge.

April 25th. Round One Summer Series. Brandiston. A small but very competitive team of crews from the club assembled on the old roads of the Brandiston airfield, and with the prospect of a nice spring day we were ready to make full use of the venue with three tests laid out.

Well the nice spring day did not last to long, the rain pored down for about an hour on the first test, I got wet standing at the far end of test one. Everyone driving really enjoyed the challenge of this tight and twisty test, and then onto the next two tests which were a bit more open, but still miles of smiles from everyone. The results are else here in this issue.

The next round is now rushing this way, we really need more entries and marshals for this round, please let Dave Bell or Howard if you can make it to Snetterton as soon as possible as we still need your continued support.

See you all soon Martin N

PS We will not be at the next management meeting or the Snetterton Autotest as the rallying date clashes, but we will be at the AGM.

Sunday 20th June

Midsummer Vintage and Classic Car Run

Starting from Hingham Sports and Social Club, Hingham NR9 4HB

Classic Corner

May 2nd is the 40th Anniversary of the Ipswich Transport Museum Ipswich to Felixstowe Run and they are promising to mark their Birthday in style. ECMC have managed the start of the event in Christchurch Park in Ipswich in recent years and we can always do with a bit of extra help to marshal it . It's a very good way to get up close to the cars, bikes, buses, trucks and military stuff without fighting the crowds in Felixstowe. Everyone who marshals will get a free family guided tour of the Museum for their trouble, organised in the autumn. Again, let me know if you would like to help on the Sunday morning from about 8am till 12.30.

May 16th. Peter Pink (he of the lovely French Van from last year) organises a Classic show in Debenham. He would be delighted to see you on the day. Contact me for information and I will pass the message on to him.

June 6th. 13th. and 20th. There is to be a Best Of ... festival in the Market Place in Lavenham on each of these days. I believe the first date is for Best Of British featuring British food and drink and other produce. The second week will be for the French and the third for the Germans. The organisers of this new event have had a very good response from potential stall holders and would like to have some Classic Cars there too. If you would like to take your car to a static display in the middle of Lavenham on the appropriate day, please let me know and I will forward your details. It might be a good way to spend a day in the town and also get a priority parking space.

October 3rd. Wickford Auto Club are running a Classic based in Essex This could be a very good antidote to the now-defunct Norwich Union /Aviva. It is being organised by Alan Emms who you can get a chance to meet because he has his Ginetta entered in our Run. In any case, I can put you in contact with him if that is more convenient.

We have yet to fix the date of the joint West Suffolk/ Eastern Counties / Sporting Car Club Broadlands Scatter but it will be in September. More details will be available in another month or so.

Competitors Minimum Ages (2010 blue book)

Production Car Autotest	Driver 14	Passenger 12
Production Car Trial	Driver 14	Passenger 12
Navigation Rally (12 Car)	Driver 17 + RTA	Passenger 12

Where the driver on a Production Car Autotest or Production Car Trial does NOT hold a valid driving licence then the passenger MUST hold a valid driving licence and MUST be an experienced competitor

The Blue Book is issued to every MSA competition licence holder, for non competition licence holders a pdf version is available via the MSA website

Rather than provide a complicated character string to type into your search engine there is a link to the blue book from the appropriate pages on the club website - Summer Series for Production Car Autotests and Production Car Trials - 12 Car for Navigation Rallies

For those who do not have a computer then please contact one of the Championship Coordinators for further information – David Bell & David Leckie for the Summer Series – David Bell for the 12 Car

Chat from the Chair

Peter Skillen

Malcolm Watson Spring Rally Stages

Saturday 10th and Sunday 11th April 2010

What a weekend! I have to say I think that was the best event that I have been involved with, the weekends rally was amazing.

Best fun at a rally I've had for a long while it started off on a bit of a wobbly one, but the rally got better and better. I have to from a competitor's point of view how well organised with quick turn around it seemed. The feed back from all that I spoke to was that they enjoyed it, and that the juniors would be coming back next year. I am afraid that my review is slightly based on the juniors as I was a Navi for one the drivers, and if you are interested the in car footage is available on Utube if you goggle video "sculthorpe rally 2010" you will see the two in car cameras from our car and from Chris Ingrams Citroen C1.

One of the spirit of the rally award went to the junior's parents, for their help and good nature during the event – I think this reflects what they bring to making sure we have might have a world rally champion again!

Of course a huge thank you to all who supported the rally that would be everyone who helped out on the day, the setting up, the lending of equipment and support that meant we could put on a fantastic weekend. Without the kind gestures and donations as I said we wouldn't have had the rally. Thank you to Brian Marquis who this year stands down as Event Director and I have to say its been a pleasure working with him, and

thank you to all the marshals and the event team who helped in making sure the rally ran.

The club is looking for a new Event Director so if anyone is interested in this role, or even if you have a few questions about it please get in touch with me or one of the other committee members.

I think it was an interesting mix of people taking part in our rally this year having the 205/rwd championship along with the juniors, you could tell that they really wanted to win and with the times that they posted the difference was seconds between them.

The juniors - as ever were truly brilliant. Coped better with the long stages and the unpredictable nature of them better than most of the adults it seemed (as per usual!) You all generated a great atmosphere in the service area too; there was lots of banter flying around. Well done.

Cameron Daivs, had a fantastic drive, what else is there to say! Chris Ingram and Aaron McClure too - brilliant! Nick Cristofaro did extremely well to get third with an engine that was in granny mode all day, 60mph tops on 9 of the 10 stages! Alex who I was Navi for, I think a fair few people were gutted for him; he was driving very well all weekend getting from 5th on the Saturday up to 3rd on the Sunday, until the gearbox let us down on stage 9, it was a gear selector and we could only get 3rd gear, we tried to fix it and got back out on stage 10 only for it to go again.

Spirit of the rally for me go to Clinker and Liam, top boys with the Juniors servicing crews who first replaced Tom's clutch after stage 2 Saturday in 55 minutes then for putting the temporary fix

on Alex's gear linkage on Sunday.

Below is a press release for the juniors for our event so you can see who they are and who they got on the round before our event.

Seventeen of Britain's youngest rally drivers tackled a Kick Energy Acceleration TV Formula 1000 Junior Championship first on our rally weekend, as they compete over two days for the very first time.

With all of the events in the championships history being run over a single day, the junior crews, ably assisted by their more experienced navigators, competed over eighty stage miles on the two day Spring Stages event at Sculthorpe Airfield, the second round of the 2010 season.

After a successful opening round to the championship, the Roskirk Stages held at the Three Sisters Race Circuit which saw series hard charger Alex Parpottas take his first victory, as the Junior crews head to Fakenham for our event and the second event of the season.

After missing the first round of the season, opting to compete on more of the newer events in the calendar, 2009 Kick Energy Acceleration TV Formula 1000 Junior Champion, Cameron Davies made a welcome return to the championship. Cameron had Gareth Yelland alongside him once again, making the switch back to his usual seat having co-driven Alex Parpottas to victory on the opening round.

The sixteen year old, who competes in the distinctive Buzz Sweets backed Nissan Micra, is favorite to continue his winning form on the event although the battle for the top

three is set to be an enticing battle between Alex, Cameron and Nick Cristofaro. Nick, who was second to Alex on the opening round at Roskirk before issues in post-event scrutineering is looking to re-start his 2010 championship campaign on the two day event. Joined, once again, by Emma Morrison, the duo were a near certain for a top three finishing position thanks to Nick's smooth, quick and consistent driving style.



Behind the battling trio at the front, another trio in the form of Chris Ingram, Aaron McClure and Ben Friend are poised to take the battle to the front runners over the events 80 miles. Fifteen year old Chris, who pilots a Citroen C1, took a personal best second overall on the opening round of the championship and, alongside Michael Gilbey, was favourite to upset the party at the front, with the C1 reported to be favourite on the straights, allowing a greater top speed. Despite this, Aaron McClure, with Martyn Taylor alongside, and Ben Friend were a duo to look out for on the stages, with ever improving pace on the stage taking a firm challenge to Ingram. The Micra pairing keeping the red C1 more than in their sights on the opening round, with seconds being swapped over the short, but challenging event.



Our event saw two newcomers to the Kick Energy Acceleration TV Formula 1000 Junior Championship make their rallying debut on the event. Kasia Nicklin and Rhys Price, both piloting Nissan Micra's are to take on the events challenges as their first event. They take the total number of Juniors twenty one, with further crews expected at round three of the championship, the Lee Holland Memorial Rally held at the Anglesey Race Circuit.



Chatsworth holds Junior Championship first

The Chatsworth Rally Show supported by Kick Energy will see yet another first for the Kick Energy Acceleration TV Formula 1000 Junior Championship as three of the championships drivers will take to the events stage.

The three drivers, all aged sixteen, will drive competitively in demonstration runs throughout the weekend. The show will be the first time any crews from the championship will drive in an event outside of the championships eleven round calendar.

Alex Parpottas, Nick Cristofaro and James Smith, all in Nissan Micra's are the three nominated drivers for the event. The trio are expected to undergo further training prior to the weekend, for an as yet unannounced Junior Championship first just over a month later.

The Chatsworth Rally Show supported by Kick Energy will take place over the weekend of the 5th and 6th of June and will see both the Juniors and Seniors within the Formula 1000 Club represented, with the Toyota Aygo of forest championship regular Martin Copcutt also set to appear on the stand alongside reigning Junior champion Cameron Davies' car.

For details on the Kick Energy Acceleration TV Formula 1000 Junior Championship please visit <http://www.formula1000.co.uk>. Alternatively, if you would like to attend the Chatsworth Rally Show, please visit the website at <http://www.therallyshow.org>.

Sporting Car Club of Norfolk Limited Annual General Meeting

Thursday 20th May 2010.

Commencing at 8:00pm at The White Horse Inn, Trowse, Norwich.

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. Wellbelove
- 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

Malcolm Watson Spring Rally Stages

Thank you to the
Sponsors, Marshals & Organisers
for all their efforts over the weekend



Also a big thank you to the retiring organisers
Brian Marquis & Danny Lemmon
for their efforts over the last 5 years

The club now needs a new event director to run the
2011 event
(2011 is the club's 60th anniversary)

Championships



Ward Construction AEMC Stage Rally



Junior Formula 1000 Rally



205 RWD Modified



ASEMCA Club Stage Rally

Road Rallying April Round Up

Dave Bell

Danum – Saturday 10th / Sunday 11th April

My season continued on its steep downward spiral but the other 2/3 of the team had a good night. The event did not run last year but returned with a new organising team and the promise of a straight forward event on maps 111, 112 and 105 starting just outside Doncaster and finishing near Selby Fork. The event had a history of being a bit of a mensa test but we were assured that the navigation would not be difficult and I have to admit that it wasn't but if ever there was a world of difference between plotting on the kitchen table and in the heat of the battle this was it with knobs on! We were running as Experts at car 11 and looking at the entry list we were going to have to have a good night to improve on our seeding.

Rather than a blow by blow account of the event I'm going to go for a bit of role playing as I lay out the case for the defence against a charge of bringing the sport into disrepute re my entering as an expert navigator.

It's 4:30am, weather fine, car going well, driver hot to trot and we're sitting in the queue at NTC37 waiting for the handout to take us to TTC39 via STC38 with a 4 minute section (2 miles) via 3 route checks to STC38 and 800m to the first junction with plenty of time to sort out my three maps, potti, romer, pencil, clip board, time card and NAM diagrams.

OK, that's the scene set in the car but just to get you into the right frame of mind you'll need a brief summary of events between RTC10 and TTC16. All was going well up to RTC10, handout received and off to the first junction to find a queue of cars, alarm bells start to tinkle. The first junction is a cross roads and the

route card a simple coded grid of tulips but can I find a cross roads? Suddenly Hugh informs me that the queue of cars have 'dashed' back towards the control, had I missed a slot? What to do? Let's go for the sheep approach, by the time we've turned round to follow them back towards the control they have as one turned around again and disappeared into the distance. What I hadn't realised was that we had been given the wrong handout, I was in possession of Handout No 8 (TTC12) instead of Handout No 7 (RTC10). Plan B, guess the route. Two junctions into my route we meet the course opener back tracking towards RTC10 with the correct handouts, so we swap Handout No 8 for Handout No 7 (bad mistake) and set off for TTC12 (an already plotted re-join point). I'm sure one or two readers are already at TTC12, yes, arrive at the control and as our minute ticks over my polite request for a handout results in a "we haven't got any handouts, you should already have it"! Fortunately I'd spent so long trying to figure out a route at the previous control I can remember the first few tulips, clean the section to STC13 and as the car in front is waiting for their minute ask a rather confused marshal if he would ask their navigator if I could borrow the route card for the tulips to STC14. It gets better, we both arrive at STC14 on the same minute expecting Handout 9 (STC14) but the cupboard was bare, apparently the marshal hadn't got any handouts left! Anyway we set off in convoy towards TTC16 (another pre-plotted re-join point) and clean the section to STC15 (including three code boards and one NAM), who needs navigation?

Just one more piece to add to jigsaw, earlier in the day at Sculthorpe I'd experienced a senior moment to treasure, Linda

asked me the simplest of simple questions and my mind went a total blank – the lights were flickering but absolutely nobody at home - this turned out to be a bit of a premonition!

Anyway, back to NTC37, minute ticks over and the following flutters through the window. (see below)

I don't do grid references too well at the best of times but this was just too much. I managed the first two but by the time I'd got the code board on the NAM written down and my paperwork re-adjusted we were at a cross roads with an A road (ref 9) and I guessed (it was only a 2 mile section after all). A code board confirmed my guess and things were looking OK, next guess wasn't so good. About 500m up a really good white we met a convoy of rally cars heading towards us 'quite quickly'! I recognised the leader to be car 5 and by the time we got back to the A road all was quiet. At this point my mind switched into neutral and nothing was going to kick it back into action. We dropped 12 minutes in a 4 minute section with most of it on A road including 3 or 4 minutes sat at T junction (approx 200m from the control) waiting for a car to follow! Hugh was less than impressed.

The next section was no better, brain wasn't in the mood. Handout 21 at TTC39 was a pearler (and may well feature on a future 12 car if my organiser licence is renewed!). (see below)

OK, the grid references worked fine in the comfort of the kitchen but this one is hard work wherever you try it. If anyone wants to try them out they're both on map 105 just north of Selby, NTC37 @ 676 350 NNW and TTC39 @ 583 380 SE

As you've probably guessed by now it wasn't one of my better nights, we ended up 15th o/a out of 35 starters. Overall the event was a good example of how to present a route with very straight forward

navigation in a way that is almost impossible to plot & bash, it did take me back to my early efforts at 12 car navigation where my penalties were measured in tens of fails and every event was a one

sided battle against OTL.

As for the verdict, well I can see Hugh reaching for the black cap!



LINDHOLME MOTOR SPORTS CLUB
The DANUM NAVIGATIONAL RALLY
10th/11th April 2010

Handout 20 at NTC 37

NTC 37 to TTC 39

STUD

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NTC 37 to TTC 39 VIA STC 38

Via the following map references and route instructions in ascending numerical order. You will find STC 38 on the correct route.

- 23 SIX FIVE TWO FIVE – THREE SIX ONE ZERO
- 33 SGW@SIX FOUR SEVEN ZERO – THREE FIVE FOUR ZERO
- 43 BLACK SPOT ONE HUNDRED METRES SIX FOUR TWO FIVE- THREE FIVE SIX FIVE
- 21 SIX FIVE FOUR FIVE – THREE SIX ONE FIVE
- 1 SGW@SIX SIX EIGHT ZERO – THREE FIVE NINE ZERO
- 41 SGW@SIX FOUR ZERO ZERO – THREE FIVE FIVE ZERO
- 11 SIX SIX SIX ZERO – THREE SIX TWO FIVE
- 25 SIX FOUR SEVEN FIVE – THREE FIVE EIGHT FIVE
- 5 ROUTE CHECK THIRTY SEVEN A NAM DIAGRAM 21 @SIX SIX EIGHT ZERO – THREE FIVE NINE FIVE
- 15 SIX SIX THREE FIVE – THREE SIX TWO ZERO
- 35 SIX FOUR ONE FIVE – THREE FIVE FOUR FIVE
- 9 SGW@SIX SIX EIGHT ZERO – THREE SIX TWO FIVE
- 19 ROUTE CHECK THIRTY SEVEN B
- 29 ROUTE CHECK THIRTY SEVEN C
- 45 SGW@A163/A19NNW
- 47 6250 3745WNW
- 49 SGW@5950 3845SSW
- 51 SGW@5805 3890SSW B1222
- 53 Traffic Lights@5740 3780SE B1223
- 55 5760 3765NE
- 57 5630 3795SE TTC 39 will be found down this road.

From STC 38 you are on a Transport Section

Quiet in Riccall, Kelfield and Cawood.

LINDHOLME MOTOR SPORTS CLUB
The DANUM NAVIGATIONAL RALLY
10th/11th April 2010

Handout 21 at TTC 39

TTC 39 to RTC 41 via IRTC 40

CARR

AR

Via the following tulips in reverse Alphabetical order. IRTC40 will be found on the correct route.

Note: IRTC 40 to RTC 41 is still competitive.

Daf 	Opel 	Bugati SGW Q & DIP 30 MPH 	Lancia RC 39B NAM Diagram 11 	Skoda
Maserati RC 39A 	Fiat 	Vauxhall TTC 39 	Austin 	Hummer
Range Rover SGW 	Bentley 	Kia 	Peugeot OK 	BMW OK
Citroen RC 40A NAM Diagram 13 	Talbot 	The Danum Navigational Road Rally 	Ford RC 39C 	Lotus
Morris 	Ferrari 	Lada 	Saab Q & DIP 30 MPH 	Audi RTC 41



2009 / 2010 Championship Final Positions

(top 10 only - full listings on the website)

Summer Series			Clubman		
1	Julian Riley	54	1	Howard Joynt	71
	Gill Doble		2	Martin Newson	59
2=	Ian Doble	36	3	Christine Newson	58
	Chris Barns		4=	Bernie Fox	55
4=	Howard Joynt	32		Mike Lambert	
	Trevor Addison		6	Mark Annison	42
7	David Leckie	31	7	David Bell	41
8	Sara Riley	30	8	Brian Marquis	40
9	Linda Horne	28	9	Peter Riddle	38
	David Burlingham		10	Ian Doble	37
10=	Jonathan Stimpson	25			
Marshal			12 Car (Driver)		
1	Christine Newson	25	1	Chris More	54
2	Martin Newson	24	2	Robert Aldous	49
3	Mike Lambert	18	3	Brian Marquis	48
4	Howard Joynt	17	4	Mark Annison	44
5	Bernie Fox	14	5	Ant Liddle	40
6	David Bell	9	12 Car (Navigator)		
7	Sara Riley	8	1	Ian Doble	54
	Chris More		2	David Mann	49
	Clare Rix		3	Danny Lemmon	48
8=	Linda Horne	7	4	Garth Collier	40
	Phil Newson		5	David Bell	35

20010 Summer Series Championship

First round has been – report and results elsewhere

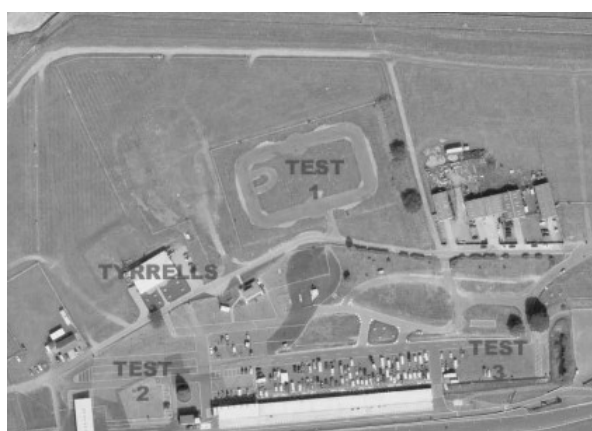
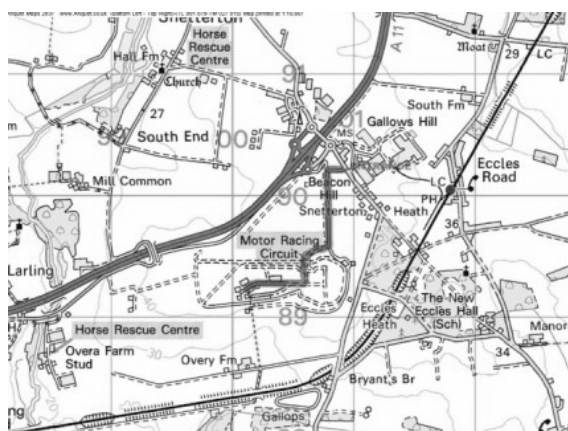
Get your entries in ASAP for the second round at Snetterton

Entries open on Wednesday 5th May

Maximum entry 20

Date	Venue	Event	Venue Contact	Organiser
Sunday 25th April	Brandiston	Sealed Surface Production Car Autotest	David Leckie	David Bell
Thursday 27th May	Snetterton	Sealed Surface Production Car Autotest	Howard Joynt	Howard Joynt
Thursday 24th June	Tibenham	Sealed Surface Production Car Autotest	Ian Doble	Ian Doble
Thursday 29th July	Snetterton	Sealed Surface Production Car Autotest	Howard Joynt	
Sunday 22nd August	Snetterton	Mixed Surface Production Car Autotest	Howard Joynt	
Sunday 12th September	Cadders Hill	Production Car Trial	David Leckie	

Snetterton



Ilkley Jubilee

For my second attempt at an HRCR Regularity event we went to Yorkshire for the Ilkley Jubilee Rally.

Well we had a trouble free event with no major cock ups on either side of the car, but it was very succinctly summarised by a comment Jim made as we checked out of our B&B after the event. The MGB causes quite a stir in any hotel car park as you can imagine and the receptionist asked casually if we had been rallying, and then asked "Did you win?" to which Jim replies "No, but I've won it twice before with a different Co-driver" – so I received a sympathetic look..... all good hearted banter.

It just goes to show that as a "Team" we are making progress, and when it all gels together it could be good.

In fact we were 11th overall, which considering my "hero" Nigel Raeburn was 4th then I don't think it was too bad. The last event allowed each crew to drop their worst Regularity penalty, which saved me from great embarrassment last time, but this one did not have the same benefit. That said I did not make any "big" errors this time but there were some really taxing Regularities with several speed changes all close together so if you make a 5 second error on each one there is soon a 30+ second penalty lurking which if you accumulate three or four of these then it is just not good enough to make it into the top ten. To put it in perspective the winner dropped 42 seconds on 20 Regularity Controls giving an average of 2 seconds per Control. This I can adhere to when everything goes well but having 2 Controls with penalties of 15ish and three with 30+ just sends you plummeting down the leader board.

We did in fact tie with the same total penalties as a crew in an MGBGT but we beat them by furthest cleanest on the Regularities, they dropped 2 at the first Regularity Control and us only 1. It does not get much closer then that after a full day's competition!

I did have one wrong slot in a particularly tricky village when I was lured up the wrong road by the Mini in front of us (they finished 2nd overall). We both turned around together and then when I asked Jim to turn left when the Mini went straight-on the unspoken "Are you sure" hung heavily in the car for a 100 yards before all was OK. About two miles further on this Mini came barrelling past to get back on time, but in the end we only gained a 2 second lower penalty than him at this Control which shows where the experience comes in to get back on time after a major wrong slot - a skill I have yet to master!

As for the roads and scenery I can't remember much except there seemed to be a lot of old technology wind turbines dotted around the moorland, some of which seemed to be in various states of repair looking very sorry for themselves. The navigation was OK but the first handout with gradient arrows made my brain ache for a little while.

After lunch we were given a grid of spot heights, grid lines, junction colours and tulips just as we left the Main Control. This put me into a mild panic as it plotted fairly well straight off the paper for about 10 miles and then was completely useless. I was assuming/hoping we would get a key in the form of a handout at the next Control, but I was not sure, so Jim suggested I ask the guys up front. After a bit of a think I duly got out and showed my colours only to be reassured that we were bound to get a

handout. Thankfully I was not alone in my worry, and on my way back to the car the guy navigating for the Porsche 911 behind asked me what I thought. I guess someone had to be first to blink.

Most of the tests were OK, although very dusty for the marshals, and again two of them were cancelled, not because of an accident this time, but because the lambing season has been late this year and we would not be welcome at one of the venues. The last test was particularly interesting as it used a service road alongside Scargill Reservoir. We had to drive down it in convoy and then we set off back up the road at 30 second intervals – a proper mini stage that was great fun.

So our next outing will be on The Hughes Rally in Kent at the end of May, and I have identified a couple of areas I can work on to save precious seconds. Firstly, I am still in the traditional night rally mode of getting my time card out and window down as we enter a Control. Saves time on a night event, but I realise it means I take my eye off the clock for the last 200 metres or so and miss the opportunity to tell Jim to hurry or cruise into the Control; a minor detail but every second counts. There is no need to hurry the paperwork in the Control as you have 2 miles to get back on time without any worry of there being another one around the corner so a case of less haste more accuracy is the order of the day.

I think we are gaining time at speed changes, especially big ones from 28 down to 20 say. I need to be very precise with the stopwatch and trip meter so that I do not carry over a few seconds early or late from one section into the next – easy to say, but very difficult to do; especially if these

changes are positioned near junctions.

Something else I have already done is make some new speed tables with greater accuracy down to 0.05mile for the first mile of the lower speeds. At 20mph it takes 18 seconds to travel 0.1 miles which is an absolute age!!!! Whether this will help me or not remains to be seen!!

Oh and one last thing! With the roads being much more “nadgery” in Yorkshire I really missed my poti. I resorted to a small pocket magnifying glass to spy the little maze of roads in some of the villages, but every now and then it would go astray, and I would have a mild panic as I tried to find it. I now understand the predicament Percy gets in on his rallies as “us

Navigators” just do not have enough hands to manipulate and control all the different paraphenalia we have to deal with – map, map board, timecard, route/speed instructions, speed tables, magnifying glass, sweets for the driver – the list just goes on.....

More anon.



Bit of role reversal at Brandiston



Can anyone come up with a witty caption?
(you really had to be there!)

Summer Series Round 1

Brandiston

Thanks to the dedicated few that turned up, especially Martin & Christine without whom the event would not have happened.

Sorry about the rain but the sun did eventually arrive as promised.

Ended up with plan B due to lack of marshals but everyone's patience was much appreciated.

Jonathan again went home with spoils, although I think everyone went home with a bit of that special Brandiston 'aroma'.

Results and pictures should be below, still a bit of room for improvement in the photography department.

Hope to see a few more bodies at Snetterton.

Results:

Car	Driver	Class	Total	o/a	Class
1	Jonathan Stimpson	FWD	771	1	FTD
5	David Leckie	FWD	795	2	1
6	Peter Riddle	FWD	801	3	2
4	Jim Deacon	RWD	802	4	1
3	Andrew Lawson	FWD	841	5	3
8	Ian Doble	RWD	845	6	2
2	Ken Stimpson	FWD	884	7	4
7	Ros Leckie	FWD	931	8	5



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2010 / 2011 12 Car Championship

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ORGANISERS

PLENTY OF HELP AND ADVICE AVAILABLE

CAN YOU HELP?



Competitors: Licences (H)
Appendix 1: Charts and Diagrams
Chart 7: Competitors Minimum Ages

<i>Discipline</i>	<i>Driver</i>	<i>Navigator</i>	<i>Front Passenger</i>	<i>Rear Passenger</i>	<i>Remarks</i>
RACE					
Car Race	16				14 Junior Race Formulae only
Truck Race	21				21 min age on road
Kart Race L/C	16				210cc max to 17
Kart Race S/C	8				85cc gearbox from 13
Kart Tyro	14				
Kart Endurance	16				15hp per Kart
Kart Bambino	6				Special Conditions
RALLY					
Road Rally	17+RTA	12		2	2-4 in a Child Seat
Navigation Rally	17+RTA	12		2	2-4 in a Child Seat
Stage Rally	17+RTA	16			14 Junior Rally Championship only 14 Multi-use Navigator
TRIALS					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-4 in a Child Seat
Sporting Trial	16		14		
AUTOTEST					
Autotest	16				
PC Autotest	14		12		
CROSS COUNTRY					
Hill Rally	17+RTA	16			
Safari	17+RTA	16			
Cross Country Tyro	13		12	2	2-4 in a Child Seat
Cross Country Trial	17		14		Junior Trials from 8-17
SPEED					
Sprint and Hillclimb	16				
Minicross	14				
Autocross	16				14 Junior Autocross
Clubcross	14				
Rallycross	16				
Drag Race	16				Junior Dragsters from 8