

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

June 2010



Midsummer Vintage and Classic Car Run

Sunday 20th June



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Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

Included with this edition:

Summer Series Round 3 Regs & Entry Form

Tibenham Autotest – Thursday 24th June 2010

Similar format to Brandiston in April

Roll up - Roll up

We need a minimum of 11 entries @ £10

Contact; David Bell – 01603 720871 or Ian Doble – 01603 7599528

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

Diary Dates

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

Sunday 20th June
Midsummer Vintage and Classic Car Run

Thursday 24th June
Autotest – Summer Series Round 3 – Tibenham

Wednesday 5th July
Management Meeting at the Ugly Bug Inn, Colton

Thursday 15th July
Club night at the Ugly Bug Inn, Colton

Thursday 29th July
Autotest – Summer Series Round 4 – Snetterton

Wednesday 4th August
Management Meeting at the Ugly Bug Inn, Colton

Sunday 22nd August
Autotest – Summer Series Round 5 – Snetterton

Sunday 12th September
Trial – Summer Series Round 6 – Lyng

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 12th June
East Anglian Classic Historic Road Rally

Sunday 20th June
Midsummer Vintage and Classic Car Run

Thursday 24th June
Summer Series Round 3 – Tibenham

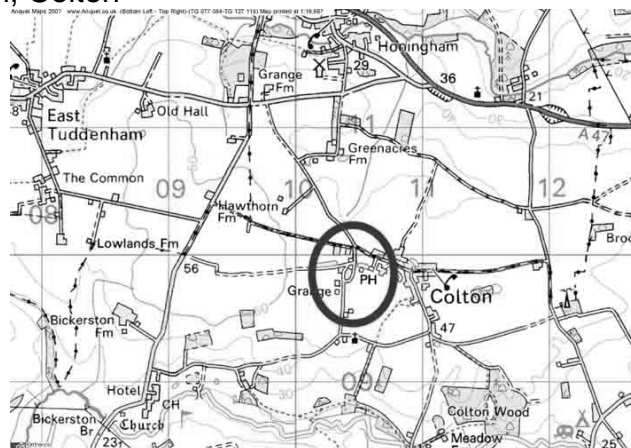
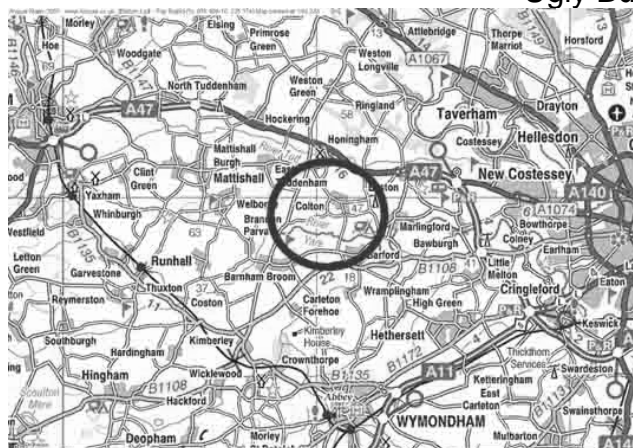
Sunday 4^h July
Essex Charity Stages

Sunday 11^h July
33rd KLDMC Annual Vintage & Classic Car Rally

Thursday 29th July
Summer Series Round 4 – Snetterton

Saturday 14^h / Sunday 15^h August
Richard Burns Memorial Rally

Ugly Bug Inn, Colton



Editorial

Martin Newson

Well the months just seem to fly past. We will be well into June by the time you read this. The AGM has been and gone with many of you there. The face of the management will change this year.

AGM.

With around 25 club members turning out on this evening we heard from the club management team on our accounts and club events during the last 12 months.

Overall the club made a small financial loss but we had put on a lot of events and were very well supported by the club members as a whole.

The 12 car series was again extremely well supported with full entries on every round.

This year we have changed when the membership is renewed and again in 2011 if we are not careful we could make another small loss this is currently under review.

The first management meeting after the AGM the team get their heads together to organise who does what for the next 12 months, with Peter Skillen standing down from the team this year there was a vacancy to head the team as chairman and room for another body on the team as a whole. Well the vacancies are filled for the next 12 months, Peter Riddle has returned to the management team, after a break of a few years.

For some reason everyone pointed towards me when the discussion turned to chairman. After some thought, and a word or two with Christine, I said OK. I hope I am able to carry the role throughout the year and help guide the club in to 2011, which will be our 60th year, but we need your help.

We do need help from you the membership to keep this club as successful in the future.

2010-2011 we need to find with some urgency need to find----

Rally manager (help and advice is available you do not need think you are on your own with this post)

12 car organisers, to help some of the current teams keep these events running during this next season.

Please come forward as we all need help to move forward in the 2010—2010 season.

ISLE of MAN

Christine and I have been busy again with our annual holiday in the Isle of Man. This year was a bit different as we were not competing in the rally. The car being safely tucked up in the garage we were going to be tourists taking in the sites on the island, I will bore you with some of the points of interest with a short dairy.

Monday

We leave home at 6pmish for the long drive up to Heysham, to catch the ferry to the Isle of Man which left at 2.15 am. We really splashed out and went in to the lounge where you get feed and watered on demand, but it does cost an extra £15 each, each way. It is comfortable warm and most importantly quite so you can sleep, and be alert when the ferry docks at 6amish. We only had 3 others in the lounge so my snoring did not keep the whole of the ship awake.

Tuesday.

We are picked on time by Eileen in our old Renault Espace (they are looking after it on a permanent basis, the only thing is the steering

rack might need a service). We have a short rest and then on the road in the Espace to become tourists for most of this week. Driving to Niarbyl a very nice cove on the west coast we have a pleasant day with a trip to Douglas to do our shopping for the week ahead.

Wednesday

Starting at the visitor centre over looking the Calf of Man we did the coast road (or as close as possible) popping in and out of as many of the coves as possible and of course the odd tearoom for Christine.

Thursday.

We went into Castletown and looked round the castle of which was free for us as we are members of the National Trust you get in free. It is one of the Manx Heritage Sites. I found it very interesting as I like looking round old houses and castles to see how people lived all those years ago. From there we went around the corner to the Nautical Museum and had a very interesting tour round with 'Billy' who told us all about the house, boats, ships and the smuggling that went on there with some ingenious devices on how they used to do the smuggling, hiding the contraband and the smugglers themselves.

Friday.

We went into Douglas to the Grandstand to see some of the Rally crews we know and had a chat (Martin was getting itchy feet), and told me he had signed us on as marshals. Friday night went out to spectate on the Round Table to Foxdale road but ended up marshalling on a straw bale chicane. At this point there was only one marshal and his partner trying to move a bale on their own on this junction chicane

Saturday.

Drove out to Brandywell Cottage where again we marshalled as the only marshals there was one bloke and his son. A lot of Handbrake action by the cars going round the hairpin. This was also being videoed by the media (we could be on TV). Returned back to Port Erin in time to take car back and walk to the station to catch the Steam Train into Douglas ready to catch the Ferry home

The Rally had a serious lack of marshals on the event for both days, if we tried to run an event like this I am sure the rally team and the MSA stewards would have a heart attack.

JIM CLARK RALLY

I would like to start this review of the Jim Clark Rally with an apology to the crew and sponsors of our rally car. SORRY I made a driving mistake resulting in an off on the final stage when I should know better and backed off a bit. Sorry—Christine, Peter, Adrian, Phil and Suz, and thank you for all your efforts over the weekend, and all the directors of Plandescil Engineering in Attleborough. I will now explain a little bit more.

Just two weeks later we found ourselves driving towards Scotland, travelling up on the Sunday before the Jim Clark rally for another holiday/ rally week.

Suz joined us on this trip, hopefully she would keep Christine company on Friday night and all day on Saturday while we were out taking part in the rally. We had a very nice break around the Scottish borders looking at some of the houses, castles and spending a full day in Edinburgh.

On Wednesday we picked up Peter from the Berwick on Tweed railway station, and we even managed to see a local steam railway station on the way back to

Jedburgh. Thursday was the only day we had to do the rally recognisance.

Thursday we were up bright and early for the drive up to Kelso to sign on for the recce. We had seven stages to check our notes on, and we normally drive each stage twice. I find this very tiring and it does take all day we started at 10pm and finished at around 7pm. The stages this year were very good, but were spoilt by the use of some small sections of unmade rough roads when it was not really necessary.

The boys drove up on Friday morning to join us in Kelso. While checking the car over just before scrutining I managed to break one of the pull cables, panic, I did have a spare so with the aid of a screwdriver repairs made and through scrutineering we could relax until our 8pm start.

The short show stage through Duns was just a warm-up to the night events.

Stage 2. Abbey St Bathans the longest stage of the event done at dusk is a big challenge. We were caught by a 1900cc 205 after 12 miles so I thought we were not doing to badly.

Stage3. Run fully in the dark I drove quite steadily as it was important. the car was in good shape for tomorrow's stages. We have a short service before taking the car to parc ferma, and then to bed just after midnight.

Saturday morning was quite dry so slicks were the order of the day, and we again had a steady run through to first service, another quick check found the rear tyres were cutting on the inner arches of the car, no time to change the wheel/ tyres combination. So as we set off to the next two stages Christine and the boys had to run into Duns to change the tyre and wheel set up. In the odd place or

two the roads looked damp but the roads still seemed quite grippy.

Back in service we changed the rear tyres and to wheels with a different off-set and checked the rest of the car again. The last lap of 4 stages made up one third of the event. I was still driving the little MG as hard as I could but we were having more catalyst problems as the car was not 'pulling' as it should. So being a bit foolish I pushed harder than I should have in the damp conditions. I know this because we had two overshoots and a spin, but no damage.

As we arrived at the last stage we were 30 seconds or so down on the other MG ZR, I did say to Peter I would take it steady! Did I, no I did not listen to myself. Two miles in the road went right and I did not we were off the road and down the bank and could not see how we were going to get back onto the road. Then there were 8 or so faces looking into the car, they were saying not to get out of the car open the windows so they had more areas to push from and they would soon get us out of this muddle. They did with just two cars passing us while we were in this hole.

Driving quite quickly for the rest of the stage, not looking to see the damage we got through it to my surprise. Hoping the water would hold in the damaged radiator for the next 8 miles. I am proud of my little car it did not stop until I thought it would be best I did as we arrived at the finish ramp in Duns when we pushed it over the line.

The damage is quite extensive, but we will have it out again in August. It is our first accident caused by my driving in 11 years, and I hope it is the last for the next 11.



Midsummer Vintage and Classic Car Run

Sunday 20th June

Starting from

Hingham Sports and Social Club

Finishing at

Pensthorpe Nature Reserve



Road Rallying May Round Up

Dave Bell

No more round ups until our luck changes after another DNF. 061 based around Buxton using the top of 119 and the bottom of 110, Off and stuck early in the first half and then petrol pump failure after a heavy landing in the second half – although most clouds have a silver lining and the early bath saved the car from a serious pounding over several whites that make Fox Pin look smooth in comparison. (As always the regs specified that the route had been driven in a standard road car – what they didn't mention was how many it took to gert round) If you're that way on your hols (Buxton / Castleton) have a look for yourselves (but don't try driving the car down). Dirtlow (110 / 126 826 SE – NE 145 813), Sir William Hill (119 / 224 780 WSW – ENE 209 777 – very fast for the first 500m), Priestcliffe (119 / 134 731 S – NW 155 718), Chelmorton (119 / 113 682 NNE – S 119 696 and 119 / 120 700 N – S 122 716 another one with a seriously fast approach as far as the track to the farm and yes it does go down the footpath), Brook Bottom (119 / 144 769 SW – NE 134 766) and the daddy of them all Hay Dale (119 / SW 127 777 – E 112 773). Don't get me wrong they're not all rough, you'll have to go a long way to find a better bit of countryside to rally on than the Goyt Forest / Valley to Glutton Bridge section (119 / 017 777 W – SSE 015 777 WSW – SE 009 778 SSE – N 010 759 SE – NNW 017 775 SW – NNW 019 710 SSE – WSW 036 701 ENE – NNW 083 665 (starts off a bit rough on the footpath but the rest is awesome) – FYI the yellow down the Goyt Valley is one way, N to S.

2010 / 2011 12 Car Championship

It may seem as though we've only just finished the 2009 / 2010 Championship but its only two

more newsletters before the regs for the first round will be published. There was going to be a management style huddle, with the 12 car organisers invited, to sort out the perceived anomalies in last year's Championship but time is running out and it hasn't happened so I'm going to assume that the basic format isn't going to change; last Friday of the month (Sep, Nov, Oct, Jan, Feb, Mar), 50 miles, car zero away at 8pm, classes (Beginners, Novices, Intermediates, Experts), navigation (Beginner – marked map, Novice – 80% pre-plot / 20% plot & bash, Intermediate and Expert – 100% plot & bash), entries open for a fixed period (Wednesday sixteen days before the event to Friday seven days before the event).

The last three Championships have been very well supported, full breakdown on the website, 2007 / 2008 - 6 rounds and 68 entries, 2008 / 2009 – 6 rounds and 70 entries, 2009 / 2010 – 6 rounds and 72 entries.

Unfortunately for 2010 / 2011 the Championship is three organisers short of a full set. I know it's a fairly thankless task, but without organisers you don't get events, sad but true! However, in my opinion, with an 'organising experience' on your CV you become a better competitor, who wants to try it and see? Over the last 5 years the organisers of the 30 events have come from a hard core, but small, pool of 12 and for 2010 / 2011, for various reasons, the pool is down to 6 (could have been worse as the six includes a couple of waverers!).

I can provide a noddy guide to what's involved in organising an event and would be quite happy to assist. Anyone fancy a go? There are several other experienced organisers in the club who would

also be more than happy to help keep you on the straight and narrow if you're a newbie.

Ordnance Survey

Things have changed at the OS. Up until April 2010 it was a relatively painless experience tracking Landranger Map Revisions using the monthly file published by the OS on their website. This listed when maps were to be revised ensuring frequent users and organisers could be fairly confident that they had the 'latest revision'. This is no longer the case. The file is still published but the only information given when an edition is revised is the date the new revision was issued. Up until April at the advertised revision date the new edition was published and distributed (I assume that major retailers had some sort of sale or return deal on old revisions with smaller retailers needing to sell all their old stock). The new procedure after April is that the OS will not issue a new revision until they have used up all their stock of the current revision. This may cause problems for 12 car organisers when competitors turn up with later revisions, revisions seem to occur about every four years, differences between revisions are usually trivial but may have a significant impact on certain types of route cards – certainly on the March Hare the shift in the National Cycle Track (green circles) was quite noticeable and a re-classification of a yellow to a gated white necessitated a route amendment. Other subtle changes with map revisions that you probably weren't aware of - each revision had a different cover and a unique ISBN – not any more.

Table-Top Rallying

The National Internet Table-Top Championship is back after a no-show in 2009. Running over four rounds, each round running for 4 weeks, no maps required but good internet access is essential. I'm not a great fan of the internet based stuff (bit old school preferring a map and a table) but appreciate the effort involved to organise so I enter if I can. This year Ian & Gill also entered, but I think they have given up in disgust. Two rounds have been and gone with the next running through June. The route cards are not particularly difficult (compared to the old postal ones) but answering the route card questions is. My main issues with the internet version are 99% of the time spent on a route card requires PC access; quality and scale of the maps provided on the PC; the apparent need to add a large amount of comments to explain your solution on certain types of cards. There is a lot of information on the website (www.table-top-rallying.org.uk) for anyone that is interested.

Moving Forward

One or two things are happening within the MSA that may or may not have an impact at club level.

The Manifesto for UK Motor Sport (complete with petition) promoting the potential benefits that rallies could deliver to the local community (including the possibility of closed road.

The well leaked document from the rallies committee listing proposed regulation changes has now been officially published. These proposed changes have lit up the forums (BRF in particular). First point to make is that the MSA do not make the rules, all they do is enforce them – the rules are actually dreamt up by the regional associations). Summarising the proposed changes: max auxiliary (spot) light lens width of 180mm: ban on vertical hydraulic handbrakes: mandatory two silencers: 20/20 navigational rally permits available: modification to the ¾ rule banning make up on a section less than 4 miles in length: Quiet Zones MUST be monitored by a DSO: Regional Associations

MUST appoint a DSO on Road Rallies: all vehicles MUST carry a spill kit. The majority of the changes are scheduled for the start of the 2012 season (if accepted). The proposed changes should have very little impact on the club's 12 Car Navigational Rallies with most of the changes aimed at National B Regional Championship events.

Interwebby Stuff

Only of interest to readers with access to a computer connected to the World Wide Web. The club has a website (if you don't know how to look at it then this isn't really for you either) but judging by questions I am asked one or two of you don't get any further than the first page, there is actually quite a lot of information (some of it useful) if you dig a bit deeper. Eventually there will be links to the MSA related stuff (see Moving Forward), other local clubs and anything you, the reader, would like to be linked,



I'm sure it seemed like a good idea at the time



2010 Summer Series Championship

Second round has been and gone – report and results elsewhere

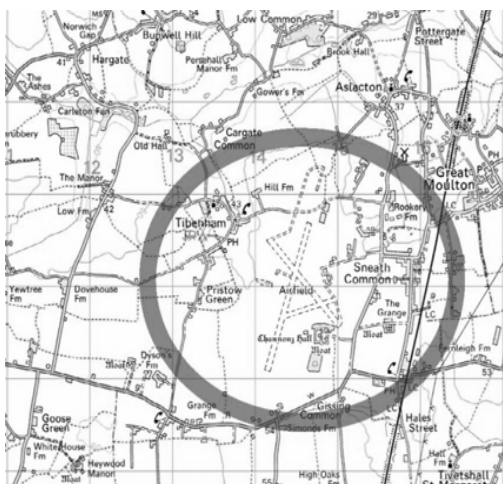
Get your entries in ASAP for the third round at Tibenham

Entries opened on Wednesday 2nd June

Maximum entry 20

<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>David Bell</i>
<i>Thursday 27th May</i>	<i>Snetterton</i>	<i>Sealed Surface Production Car Autotest</i>	<i>Howard Joynt</i>	<i>Bernie Fox</i>
<i>Thursday 24th June</i>	<i>Tibenham</i>	<i>Sealed Surface Production Car Autotest</i>	<i>Ian Doble</i>	<i>Ian Doble</i>
<i>Thursday 29th July</i>	<i>Snetterton</i>	<i>Sealed Surface Production Car Autotest</i>	<i>Howard Joynt</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>	

Tibenham (Round 3)



Summer Series Round 2

Snetterton

Thanks to the dedicated few that turned up, especially the marshals Ian & Gill, Mike and Duncan without whom the event would not have happened.

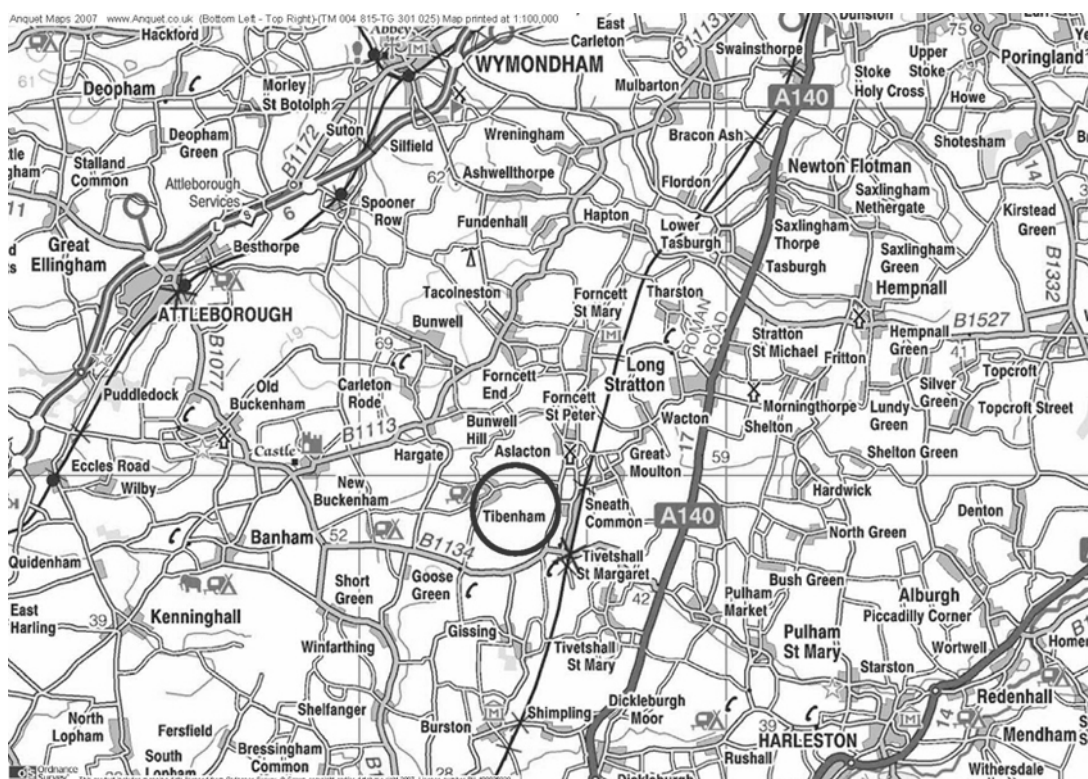
It was very close at the top with FTD shared between Jonathan and Rob.

Hope to see a few more bodies at Tibenham.

Results:

Car	Driver	Class	Total	o/a	Class
4	Jonathan Stimpson	FWD	292	1	FTD
6	Rob Kitchen	FWD	292		
8	Peter Riddle	FWD	301	3	1
2	Gordon Wellbelove	FWD	304	4	2
5	Rob Dominy	FWD	304		
7	Andrew Lawson	FWD	306	6	4
1	Garth Collier	FWD	323	7	5
3	Lynne Wellbelove	FWD	342	8	6

Tibenham (Round 3)



Adverts

2010 / 2011 12 Car Championship

WANTED

ORGANISERS

PLENTY OF HELP AND ADVICE AVAILABLE

CAN YOU HELP?



Lumenition East Anglian Classic 12th June 2010

www.eastanglianclassic.co.uk

Lumenition
www.lumenition.com

East Anglian Classic

(including the East Anglian Clubman's)
Saturday 12th June 2010



Photo courtesy of www.mandh-photography.co.uk

2009 Winners - Martin Neal / Mick Briggs



CHELMSFORD MOTOR CLUB

JLT Sport / MSA Motor Club of the Year 2009
www.chelmsfordmc.co.uk

WICKFORD AUTO CLUB Ltd
Affiliated: MSA, AEMC, ACSMC, EMAMC, LCAMC.

presents
The Essex Charity Stages Rally
(Multi-venue mixed surface)
Sunday 4th July 2010
Sponsored by 1st Race & Rallying

in aid of the
Essex Air Ambulance

2010 Ward Construction, AEMC Stage Rally Championship
ACSMC Rally 2010 Hamilton Classic Ltd Loose Surface Championship
2010 ASEM Club Stage Rally Championship

Royal Air Force Marham
Richard Burns Memorial Rally
14th & 15th August 2010

EACS Endurance Rally



Organised by 2009 MSA/JLT Club of the Year
Chelmsford Motor Club
Saturday 30th October 2010



The EACS Endurance is a day/night road rally for lightly modified two-wheel drive cars limited to 1400cc petrol and 2000cc diesel non-turbo engines, built to the Endurance Road Rally formula.

This year the event is based at the Holiday Inn in Ipswich and supports the East Anglian Air Ambulance; last year CMC rallies raised over £2000 for the charity.

Starting late in the morning of Saturday 30th October, the 180 mile day route will be based around MoD Woodbridge, with up to forty miles of selectifs at various Suffolk. A supper halt in Ipswich is followed by a night leg of around 100 miles with up to twenty miles of smooth gravel selectifs in the local forests and simple navigational sections on tarmac lanes and with a finish and awards presentation before midnight at the Holiday Inn.

We are grateful for the support of EACS Ltd, an IT service and support company based in Huntingdon.

As an incentive to marshals we have £100 cash prize draw and free food for those marshalling both legs of the event.

As an incentive to enter we are offering the chance to defer part of the entry fee until 1st November.

Regulations will be available on 1st August and the entry list will open on 15th August.

For all the latest news on the event go to
www.chelmsfordmc.co.uk



MSA ASPHALT RALLY CHAMPIONSHIP

Round 2 - Manx Telecom Rally (7/8th May)

COLE ON THE MARK!...

3rd place overall on the Manx Telecom Rally at the weekend gave DAMIAN COLE & CRAIG DREW their first maximum points score in the Richard Egger Insurance MSA Asphalt Rally Championship. Apart from requiring a clutch change, their Ford Focus WRC behaved faultlessly to open the pair's account in the point's table in the best possible way.



After 120 miles of stages on the closed public roads on the Isle of Man, JOHN STONE/LEE CARTER were less than a minute behind them in their Skoda Fabia WRC. Still on a steep learning curve with his recently-acquired car, Stone now leads the MSA Asphalt Championship and this fine drive earned him the 'John Horton Motorsport Management Star Performance' salver for his efforts.

Due to the non-availability of their Hyundai Accent WRC, fellow Legend Motorsport team-mates MARK JASPER/DON WHYATT wheeled out their trusty MG Metro 6R4 for the trip to the Isle of Man. In comparison with it World Rally Car rivals, the 6R4's wheelbase is a bit short for the yumps and bumps of the roads over there but, nevertheless, a Top 10 finish puts them right behind Stone/Carter in the points table.

DAVE PRICE/MARK MASON put a miserable opening round behind them to take 3rd points in their Ford Escort Mk6, arriving back at the TT Grandstand finish just ahead of the Mitsubishi Lancer EVO5 of CHRIS MARSHALL/SIMON HUNTER who are lying in 3rd place in the points table.

ROGER DONNAN, who finished 2nd overall in the 2009 MSA Asphalt Championship in his Ford Puma S1600, rejoined the series on the Isle of Man. With CHRIS DAVIES reading the notes, the pair put up a strong showing which earned them a class win. They were ahead of fellow 1600cc runners ROD BENNETT/HENRY RICHARDSON when the latter crew were sidelined when their Fiat Punto S1600 suffered hub failure during the Saturday morning stages.

CHRIS RICE/NICK CHAPMAN were one of a couple of crews to be thankful that the MSA Asphalt Championship points were based on the results at the end of the penultimate stage (the National 'B' rally) as, having completed the required distance, their Group N Subaru Impreza ground to a halt on the final test with driveshaft failure. Phew!...

By recording their first finish of the season, JIM SHARP/AMY MACKINNON (Mitsubishi Lancer EVO) fared better than their neighbours from the Scottish Borders, DAVID HARDIE/JOHN McCULLOCH, whose Subaru Impreza succumbed to fuel pump failure with two stages to go.

GRAHAM MUTER/STEVE HALLMARK were contesting the first event since their Escort was fitted with a 1300cc BDA engine. 2nd in class gave them top points in the MSA Championship to add to those gained on Epynt – nice! Also taking a finish were ROLAND JONES/KATE GAMEZ in their MG ZR, erasing the disappointment of their 2009 visit to the Isle of Man which resulted in nil points!

On the subject of DNFs, in addition to those already mentioned, 2008 Asphalt Champions DAVID KYNASTON/ANDY RUSSELL were subjected to the proverbial 'early bath' after an electrical problem forced their Audi A3 Quattro out during the Friday night leg. GEOFF GLOVER/BOB BROWN lasted until Saturday before one of their Vauxhall Astra's ball joints let them down.

NEAL ARDEN/GILES CORBETT had re-prepared their Ford Escort after retiring on the Tour of Epynt in readiness for the Manx Telecom Rally, only to go out of the main event with suspension failure on the Friday evening. They can take some consolation, however, for readying the car in time for the 'Restarters' event, on the Saturday, which they went on to win!

A three-week break sees the Richard Egger Insurance MSA Asphalt Rally Championship moving up to Kelso for the Jim Clark National Rally on 28th/29th May.

Photographs courtesy of



For further information, please contact the Championship Co-ordinator :
Andrew Hail – Tel : 0121 313 1416/E-mail : andrew.hail@btconnect.com

Or visit www.asphaltrallying.com

- ENDS -

Event Report - Andrew Hail

JIM CLARK RALLY 2010

**COLE FIRED UP!..**

Fresh from their success on the Manx Telecom Rally, Damian Cole and Craig Drew have taken their second maximum points score in the Richard Egger Insurance MSA Asphalt Rally Championship in a month by winning the third round, the Jim Clark National Rally, outright. Their Ford Focus WRC suffered from gear selection problems virtually from the off – the car stuck in 6th gear on the opening stage! - but survived to give them one of the best results of their careers to-date.

However, Cole/Drew did not have it all their own way and, whilst not detracting from their achievement, the final top three could so easily have had a different look to it. Previous Jim Clark National Rally winners Andy Ferwick/Lee Tindall set the fastest time through the opening stage in the Scottish Borders town of Duns to put their Subaru Impreza WRC into a lead it maintained for 11 of the 14 special stages. Just when the pair thought they were home and dry, brake problems intervened forcing them out of the event.

Simon Mauger, partnered on this occasion by Ashley Trimble, was putting in one of the 'giant-killing' performances for which he has become renowned in his 2.5 litre Ford Escort MkII. He finished 3rd here last year and, following Ferwick's retirement, moved into the lead. However, his tenure at the top of the timesheets was short-lived as the promised rain began to fall and Cole was able to make the most of his four-wheel drive technology to overhaul the Escort.

Championship leaders John Stone/Lee Carter rounded off the Top Three with another calculated drive in their Skoda Fabia WRC. After a slow start on the Friday evening, the pair settled into the task in hand and, by the end of the rally, were setting fastest stage times.

Michael Glendinning and Andrew Roughead's first Championship outing in a Subaru Impreza netted 5th and, but for a problem on the eleventh stage which cost 14 minutes to the leaders, David Hardie/John McCulloch's similar car would have also taken a Top 10 finish. They had already suffered the ignominy of a blown turbo at the end of the first leg with the resultant smoke billowing out of the back of the car obliterating the headlights of following cars!

Top 10 starters who didn't fare so well included Mark Jasper who had hired a Hyundai Accent WRC for the event. The car suffered a puncture on the opening leg in a narrow part of a stage and, before Mark was able to pull over, the tyre had delaminated and a flailing piece of rubber had removed the alternator belt. The engine quickly overheated and a possible blown headgasket saw his early exit.

Desperate for a finish to kick-start their campaign, all seemed well for 2008 Jim Clark winners and MSA Asphalt Champions David Kynaston/Andy Russell until what seemed like a minor oil leak was diagnosed as scavenge pump failure – easy to replace once you've taken half the Audi A3 Quattro's engine to bits...

George Mackey had teamed up with Simon Hunter in the former's Mitsubishi Lancer EVO6 and, having survived one granddaddy of a spin during Saturday morning, weren't so lucky the next time.

A total of 27 Championship-registered crews entered the Jim Clark National Rally and, including those already mentioned, only six failed to make the finish. Some, especially Martin Newson/Peter Morris, were very glad to see the finish arch as they had damaged their MG ZR which, although limping back to Duns, actually had to be pushed over the line.

Other finishers included :

10th	Jim Sharp/Amy Mackinnon	Mitsubishi Lancer EVO9
11th	Steve Cressey/Sam Collis	Subaru impreza
13th/1st class	Roger Donnan/Chris Davies	Ford Puma S1600
14th/1st class	Steve Leonard/Sion Humphreys	Ford Escort MkII
19th	James Martin/Dylan James	Vauxhall Astra GTE
21st/1st class	Richard Clews/Barry James	Ford Fiesta ST
23rd	Craig Jose/Nigel Hewett	Peugeot 205
24th	Phillip Merrills/William Kelly	Honda Civic Type R
29th	Tim Daltry/Paul Ohren-Bird	Peugeot 205
30th	Martin Murray/Peter Weall	Peugeot 205
31st	Chris Daykin/Dan Megannity	Subaru Impreza
32nd/1st class	Roland Jones/Kate Gamez	MG ZR
36th ***	Lewis Roper/Joe Cruttenden	Nissan Micra
37th	Ian Copping/Dave Rowley	Ford Fiesta RWD

*** Lewis Roper was awarded the 'John Horton Motorsport Management Star Drive' salver for his performance on the Jim Clark National Rally. On what was his first major asphalt event – and first MSA Asphalt Championship round – the 26-year old from Ely adopted a sensible approach and spent the time getting used to slick tyres. A trouble-free, and very enjoyable, run ensued and his perseverance paid dividends.

For many asphalt rally drivers, the Jim Clark is still 'it' – the only 'closed-road' rally on mainland UK. It is a very tough nut to crack but, win or lose, a hugely enjoyable experience. James Martin, paying his first visit to the Scottish Borders with his Astra GTE, described it as 'the best rally ever' – and he wasn't alone!



Those



Were



The



Days



Hughes win for Deacon / Doble



Jim Deacon and Ian Doble secured a worthy win in the MGB in Kent on the bank holiday weekend's Hughes Rally.

Their winning margin was 34 seconds from the tied Sprites of Martin Neal/Mick Briggs and Simon Parson/Trevor Cattermole, "furthest-cleanest" giving better to the yellow car of Parson/Cattermole through being one second faster on the first of the day's ten special tests.

Local brothers Steven & Chris Winter took 4th place with some cracking test times in the big Volvo, while Mike & Matthew Vokes returned to the championship with a 5th place despite the young navigator's right arm being strapped up for a broken collarbone.

49 cars started the rally, with 34 chasing championship points. Best Novices were Robert Spittal/Richard Gould in the MGBGT, finishing in 15th place overall. A special award in memory of the Hughes Rally's great friend and supporter Warren Chmura, was won by Jim Deacon by setting the fastest total time over two grass tests at Headcorn Aerodrome.

Hughes Rally Top 10:

1	Jim Deacon	Ian Doble	MG B Roadster	755
2	Simon Parson	Trevor Cattermole	Austin Healey Sprite	789
3	Martin Neal	Mick Briggs	Austin Healey Sprite	789
4	Steven Winter	Chris Winter	Volvo 144	796
5	Mike Vokes	Matthew Vokes	Hillman Imp	805
6	Mike Jordan	Liz Jordan	Escort RS2000	809
7	Roger Bricknell	Ryan Pickering	Triumph TR4	817
8	Charles Harrison	Jonathan Hancox	Triumph 2000	823
9	John Broughall	Richard Dix	Saab 99	852
10	Duncan Wild	Steve Skepper	Triumph 2000	865