

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2010



Midsummer Vintage and Classic Car Run

Sunday 20th June

Inside this issue	
The Latest ...	3
Editorial	4-5
Midsummer Classic	6
Young Drivers Day	6-7
Hughes Rally	8-9
East Anglian Classic	10-11
Edinburgh Trial 2010	12
Dukeries	12
East Anglian Classic	13
2010 Summer Series Championship	14-15
Adverts	16-17
MSA Asphalt Rally Championship	18-20

Included with this edition:

Summer Series Round 3 Results

Summer Series Round 4 Regs & Entry Form

Richard Burns Memorial Marshal Registration Form

Editor

Martin Newson
01502 716280

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

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

Contacts

John Starsmore

Management Team

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Martin Newson

cjnewson32@yahoo.co.uk
01263 515066

Howard Joynt

howardjoynt@googlmail.com
07917 060052

Richard Johns

anna.richard@tiscali.co.uk
01692 538629

Lynne Wellbelove

lynnewellbelove@btinternet.com
01953 483640

Mark Annison

lorraine.annison@btinternet.com
01263 513052

Howard Joynt

howardjoynt@googlmail.com
07917 060052

Julian & Sara Riley

01953 850808

Christine Newson

cjnewson32@yahoo.co.uk
David Bell

percy@sccon.co.uk
01603 720871

David Leckie

01603 893294

Trevor Addison

Bernie Fox

Mike Lambert

Andrew Lawson

Peter Riddle

Gordon Wellbelove

Snetterton Autotest – Thursday 29th July 2010

Contact; Howard Joynt – 07917 060052 or David Bell – 07831 812429

For readers that actually look at the website unfortunately it will probably not be updated between publication of this and the night of the event

Please let the organisers know if you are intending to compete - it does help

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 15th July for the next Natter & Noggin

Diary Dates

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

Thursday 19th August
Club night 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.

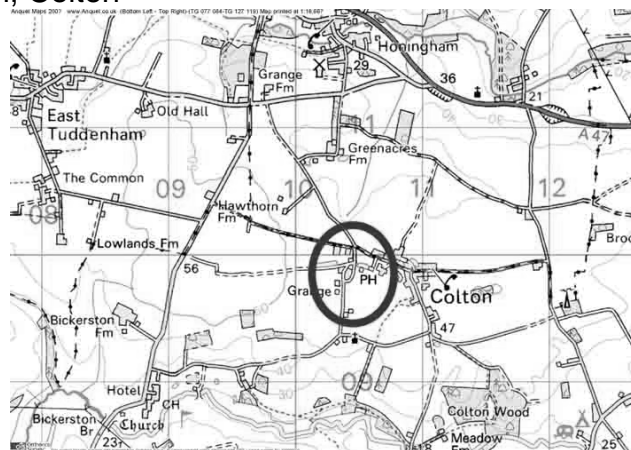
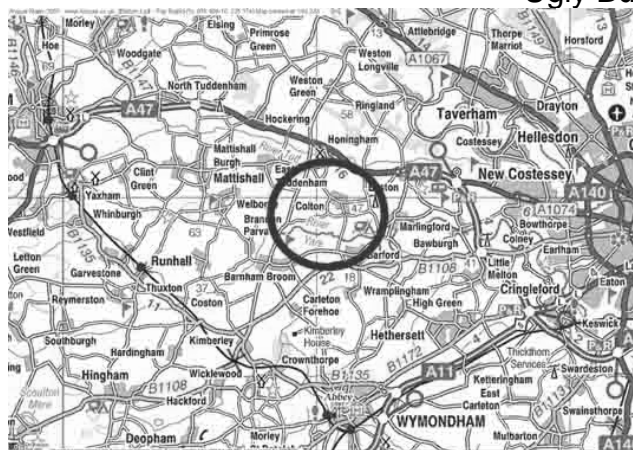
Thursday 29th July
Summer Series Round 4 –
Snetterton

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

Sunday 22nd August
Summer Series Round 5 –
Snetterton

Sunday 12th September
Summer Series Round 6 –Lyng

Ugly Bug Inn, Colton



Editorial

Chat from the Chair July 2010, or ramblings from the Editor.

Here we go my first full month in office and I have things to report, well if you know me at all most or the time I have something to say or do.

We had a good crew of marshals out on the Chelmsford East Anglian Classic, we were asked to assemble at the corner of the Brandiston farm tracks (you know the one with the poo pile). I know we ended up rushing around to be there at the at 10.00 o'clock. It took about ten minutes to set up the stage and then we stood around for at least 2 hours waiting for the cars. This gave Christine plenty of time to make loads of tea and coffee for everyone there. Our stage commander was a little concerned about our laid back attitude and insisted we arrange ourselves and go to our marshal's posts with still 45 minutes before the course opening.

There were 6 of us to cover the two finishes using stop watches and the electronic chip; it seemed a bit strange as most finishes now are covered by timing beams. It did not take to long for the cars to complete the "stage" we then had 45 minutes to stand down. Christine and I nipped off to the pub for a comfort brake; you know a drink and other things.

We got back in time to set up our next finish line with Andy Lawson and again it was all over in 45 minutes, plan A was to go home. Plan B was another comfort brake, with the rest of our marshal team today. Plan B was voted for and we all retired to the nearest public house.

With the finish just a few miles away at Barnham Broome Golf Club Christine and I thought it might be good to cheer the three SCCoN crews home.

Jim Deacon/ Ian Doble 5th Overall
2nd in class

Fred Winter/Chris Winter 17th
Overall 6th in class

Julian Riley/ Sara Riley 20th
Overall 5th in class

Next up is the SCCoN Classic Car Run June 20th.

Christine and I were up and out by 7.00 on our way to this years start venue at Hingham Sports Club, the good ladies who manage and raise club funds beat us there and were setting up for what was going to be a very busy morning. With Christine sorting out her signing on table for the entries we were nearly ready for the first of the entries to turn up. I just had to put up some signage to make sure the entries knew where they could park ready for the off.

All of the marshal crew turned up on time and with Neil Parsons (thank you Neil) on point duty directing cars to the best parking slots everything seemed to be in control. Phil Webb and Les were first away as course opening, where required to put up more signage to indicate the correct route and Classic Cars Approaching sign in some of the narrow bits.

The first cars started to leave at 9.30, some were waiting for the steam cars to leave before them

but they were taking sometime to top up their water tanks. All cars were away by 11.00 and we soon followed. The route moved north to cross the A47 where Lez Page and Phil Newson waited with rubber passage stamp in hand. From here through to Lyng and on through to Foxley Wood. Reepham and Heydon Hall were the next points of interest on route with the next check point manned by friends of ours Denise, Kevin and their children. Wells was very busy and the locals greeted the cars as they passed through to Holkham Hall for the lunch break.

Tibenham Autotest June 24th

The evening autotest was very well attended with 16 brave entries taking on Ian and Gill Doble's challenging tests.

Dave Bell made the longest trip from Stevenage and back again that evening. The drivers had the challenge of three tests done three times. A few cars could be seen with the bonnets up at odd times but they all completed the night tests.

I must say it was a really beautiful night with a fantastic sunset which I know Ian could not have booked. When all the excitement had died down we all retired to the clubhouse, where the hosts laid on a meal for the princely some of £6.50, pork with veg and a desert.

You will see the results elsewhere in this addition but as always everyone seemed to enjoy themselves, and Ian and Gill organised a great event at another good venue.

WANTED YOUR IDEAS FOR 2011

WHY

**IT IS THE SPORTING CAR CLUB OF NORFOLK
60TH ANNIVERSARY YEAR**

THE MANAGEMENT TEAM ARE LOOKING FOR YOUR VIEWS FOR AN
EVENT/FUNCTION TO CELEBRATE THIS VERY SPECIAL YEAR.
PLEASE CONTACT ANY OF THE MANAGEMENT TEAM AS SOON AS
POSSIBLE AS IT WILL TAKE TIME TO PUT THESE IDEAS IN TO PLACE.

EMAIL YOUR CHAIRMAN MARTIN ON cjnewson32@yahoo.co.uk

CLUB CALENDARS 2011

**THE 2011 CALENDARS NEED TO BE COLLATED NOW READY FOR
PRINTING.**

DO YOU HAVE ANY SUITABLE PHOTOGRAPHS FOR THIS YEAR?

**GIVE THEM TO ANY OF THE MANAGEMENT TEAM OR EMAIL THEM TO
THE ADDRESS ABOVE.**

**DO YOU WANT TO ADVERTISE YOU BUSINESS ON THIS YEARS
CALENDAR?**

**CONTACT MARTIN NEWSON ON 01502 716280OR EMAIL
cjnewson32@yahoo.co.uk**

Midsummer Classic

Holkham Hall (Suzanne Newson, Donna Ellis & Mandy Vincent)

We started our journey to Holkham Hall about 8:30 by beginning with a Mc Donalds breakfast (yum yum). It was my first time driving (Suzanne) on my own since passing my driving test (AGAIN!!!). Picked up Donna from hers first then went to pick up Mandy, we were on our way! I had to use the sat nav to find my way because I have never drove passed Norwich before and I didn't want to get lost. We arrived at Holkham Hall about 11am so just as the check point opened. Phil Webb was obviously the first to get to us, so Donna got to use the stamp for the first time (she went a bit stamp crazy lol).

Our first car arrived at about 11:45am so we got into a system of one of us marking them off on

the entry list, one person stamping and the other saying to go aim for the two other marshals who were parking the cars (Dinger and his daughter, Richard and family were down the bottom near the main car park letting the drivers know to come up to us). It went in waves the whole shift as one minute we were busy the next we were rushed of our feet. All of the drivers were friendly even the one who nearly ran over Donna's foot! We asked them if they enjoyed the run so far and they all said that they had so that's a good thing. I had to run after one of the cars and it happened to be Pat & Jill Ward just so they got their check point stamp. Some people were leaving after a short stay after a toilet break and a quick cup of tea.

The time went really quick and before we knew it we saw Dad

Suzanne Newson

(Martin), Mum (Christine) and Philip arrive in the Rover. Some cars still haven't arrived by then but Dad took over our jobs so we could have a break with a nice chilled bottle of water or bottle of coke.

When the check point closed we then moved on to the finish at Pensthorpe Nature Reserve.

Phil found a lovely winding route covering almost 30 miles to get to Pensthorpe; we took a short cut so we could greet some of the entries as they arrived. Everyone seemed to enjoy the day and the team of helpers should be proud of themselves as the favourable comments were coming before we got home and without their help this event would not be such a success.

Suzanne Newson

Young Drivers Day

July 4th Snetterton Police / Fire Service Young Drivers Day.

Suzanne Newson, Philip Newson, Dan Hilton & Donna Ellis

We went to Snetterton to try and promote the car club to the younger generation to get them into motor sport. Mum & Dad have been to some of these before and decided to try a new tact as to send the younger members of the club to see if that worked. Throughout the day the police and fire crews were there and they were demonstrating what it was like to be cut out of a car if you had a really horrific accident. Something I think none of us would want to go through.

The fire crew had a smashed up car (no I didn't crash that one) with a DVD player and surround sound set up playing a DVD on what they do when they turn a car into a soft top! That DVD made us all think differently on how we drive as we don't want that to happen to us. We had an eventful day, there was an autotest going on which anyone could do but we didn't have time to do it, police talking to various people about speeding etc, the fire crew doing their demonstrations on turning a car into a convertible in under 30 minutes and we also had a visit from The Stig!!! See picture below.

It was a very hot and windy day, note to everyone – make sure you put sun cream on every hour or so at Snetterton because putting it on just once will not work as I found out! I got very burnt and it has blistered; OUCH!!

We managed to get a few young people interested in the car club but not many as they thought they had to have a brilliant car to join even though we told that you didn't they still weren't interested. Going to do better next time. Hope to get more interested at other events that we do to promote SCCON.

Suzanne



Paul Hernaman and Ray Crowther - winners of the 2010 East Anglian Classic.



Young Drivers Day – Snetterton



The Hughes Rally

The Hughes Rally - HRCR Regularity

This rally takes place in the county of Kent and is based at Wrotham Heath between Sevenoaks and Maidstone on the junction of the M20 and M26. It is to be run on maps 178,188 and 189 and is a new area for me. It is not a county I know well at all and it has surprised me. It is known as the Garden of England and it definitely holds true to its name with many narrow, twisty and hilly lanes to contend with as well as motorways and the new high speed rail link that we seem to be forever crossing.

Well this turned out to be third time lucky as we managed to pull off the elusive 1st Overall. Jim has won several of these events in the past, but for me this was a new experience, and I'm still pretty pleased.... Would be an understatement

As you may recall from my report on the Ilkley, I was struggling with several speed changes in quick succession so I created a 10 mile route around Barford with half a dozen changes so we could have a practice. The first one was not too good, but the second run was much better, but with a week to go I decided to have another go on the Friday afternoon before the rally, which was a bit of a mistake as I did worse than on the previous occasion. Oh well too late now so never mind I do know what I'm doing if I don't panic....I think?

Anyway to the rally; after scrutineering we spent a little more time than previously sorting out the calibration on the Trip running the organisers route 4 times to home in on their exact values and get within about 5 metres in 4.3 miles. This is a bit of a chore, but as it turned out it was time well

spent.

The Sunday morning dawned dry with the hope of a sunny afternoon. We were seeded at #14 and set off to tackle the first four tests held within the Mereworth Wood complex which is an army training area like a very big Hockering Wood with lots of narrow lanes running through it. To keep the speeds down there were two code boards on the first test. The Board faces the competitor but the letters to record are hidden behind the board so you have to stop to read the letters. Nothing wrong with that but Jim shouts "board" and I'm looking on my side of the road, just like on a 12 car, and can't see anything and then realise it's on Jim's side – agh!! That's where it was on the route plan, so I paid more attention to the detail on the remainder of the tests during the day. All four traversed quickly with no mistakes so it's on to the first of the Regularities.

The first Regularity is defined by tulips and is meant to be driven as seen and not plotted on the map. However, I can't cope with that and have plotted what I hope is the correct route onto my maps. Yes and in true organisers style this first section starts on the adjacent corners of three maps. I am not comfortable as we set off as I am trying to read the tulips and the map at the same time and get quite confused as we change maps in quick succession. Anyway I'm getting the hang of it at the first IRTC, start the stopwatch, zero the trip and set off. After about 500metres I have brain fade and think I have cocked up the trip and stopwatch as there was no speed change at the Control. Just as I'm trying to get myself together we over shoot the slot right I want, and to add some more stress there is a speed reduction here to

20mph, just as Jim sets off at a hot pace to catch up the time we have lost. Needless to say at this point I'm on the verge of a nervous breakdown – I'm even lost on the map and the tulip handout and have no idea where I am – "*I don't believe it!!!!!!*" With some old fashion luck rather than skill I manage to guide Jim correctly at two or three junctions while I get a grip. It finally dawns on me that I have the speed and theoretical time at every junction in front of me in the route instructions so all I need to do is work out the BBC time for some point in the future and get us back on Due Time at that point. Luckily for me there have been no IRTCs during this mental aberration and we are back to within one second of due time at the next Control, although I did not realise it at the time. Talk about stress – this is supposed to be a relaxing enjoyable hobby.....

It's about now I realise I have not been given any slips of paper with the actual distance and time for each section, so I have no idea how we are doing. Unlike the previous event each marshal has an A4 sheet on display somewhere at the Control with all the relevant details on that I have not spied as yet.

Anyway we have a short coffee break at Lenham Community Centre prepared by the local WI and then onto Reg B which is a mixture of grid references and spot heights that I have already pre-plotted with eight speed changes and six Controls along the 28+ mile route snaking across the joins of all three maps – oh joy!

I cannot remember any drama along here and we arrive at petrol and lunch to find results displayed showing we are in the lead, which is new territory for me, and I try to ignore it.

After lunch Reg C is a short 15 miles with six speed changes and two controls which take us to Test 5 around the buildings and yard of a friendly farmer. This comprised of a lapped circuit and Jim tries really hard brushing the MG alongside a conifer hedge only to have it bite the side of the car with something very hard. I thought we had hit a kerb but in fact there is a nasty gouge all down the passenger's (of course) door and rear quarter, but it does give us ftd for this test.

Next onto Reg D which is 16 miles on a marked map with three speed changes and three controls – all seems fine until Jim says “missing slot on left” which from my route looked like it should have been missing slot on right – “stop” yells I as the penny finally drops. Now I have not yet mastered the intricacies of the trip meter which is supposed to help out in these situations, by freezing the mileage etc. but I can only manage to estimate how far out our over-shoot mileage was and then deduct this 0.15 of a mile from each of my speed table readings as we make progress. Again luck is on our side and I only drop a second at the next Control – Phew!!

Now it's into a grass airfield for Tests 6 & 7 two Autotest type slaloms. Running car 14 helps a little here as the grass has been dried a little by the front runners (well that's what the guys in front said). The first test goes OK but on the second one the marshals have

a problem with the clock and we have to do it again – what a shame – second attempt is 3 seconds quicker than the first and manages to net Jim the fastest time of day for both these tests combined, and he wins the Warren Chmura Memorial Trophy for his efforts – well done. As a newbie to this series I find out that Warren was a regular competitor in this championship, but died in a rallying accident in Morocco at the end of last year. A well respected and extremely well liked personality who is missed by everyone.

Next up is Reg E with 3 controls and six speed changes with the route defined by grid lines. I take some time after the airfield test to sit and plot this before we set off. One of the harder things I find about these events is to take my time and not rush everything like you have to on 12 cars. There is quite a different approach to the whole event which I am getting used to – I have to keep telling myself – “calm down don't rush” You can do the regularities at anytime providing it is during there official opening period and within your maximum lateness, so there is no pressure to stay “on your minute”. This one is uneventful and takes us back to Mereworth Woods for a repeat of two of the mornings tests, which again are completed quickly and without drama and takes us to the sting in the tail of the event. This is a Regularity run in the woods so the normal rules do not apply so controls can be closer than 2 miles

apart. In fact the whole regularity is only about two miles with four controls, two that are Stop/Go with a 10 second allowance and the IRTCs have a 20 second allowance. The route is defined by tulips with theoretical time and distance at each junction. I have a mild panic when I cannot find the speed to be used, but eventually find it “hidden” in the regularity heading!! I thought this would be my undoing but managed to hold it together finally ending up adding 50 seconds to the theoretical time and alternately asking Jim to speed up or slow down as I plod through my mental arithmetic jottings.

Waiting for the results to become officially provisional and then final was quite nerve wracking, but I was particularly chuffed to have kept our lead right to the end.

Now we are on a roll the next event is in two weeks time on the East Anglian Classic – another event Jim has won previously and no doubt will have a different character to that of the The Hughes. I think I may be beginning to enjoy these events now I'm getting the hang of them, but I still have to work on extracting myself from the Sh1T when we over shoot or wrong slot, and apparently I was a bit slow with the winegums during the afternoon!

Ian

East Anglian Classic

East Anglian Classic – HRCR Regularity.

I think everyone knows where this rally is held. This year based at Barnham Broom Golfing holiday complex which is just down the road so it can't be much more local.

Unusually, Scrutineering turns into a drama for us when Jim presents last years MOT for the car! Luckily Rob Dominy points us to the DVLA website as they provide proof of document information, so we jump in the car and come home to search the web. It's not long before we have found what we need and approach Rob with the DVLA print out and offerings of wine gums and we receive our slip that allows us to Sign-On and collect our timecards etc. We don't get our envelopes for the route until 30 minutes before our start time in the morning, so there is nothing else for us to do.

At breakfast in the morning I must admit to a mild panic when I look for my Signing-On slip so I can get the route envelopes, but realise it has already been handed in! Apparently the Riley household had a similar "discussion" about the same thing. So at 9.02am I am waiting for my envelopes at MTC 1, time comes up – "Timecard please" says the Marshal and I'm standing like a lemon holding the road book – so if you saw me trying to sprint across the car park you now know what was happening!

The first envelope to be opened immediately has a mixture of spot heights and instructions for Regularity A and an order of visiting of previously plotted map references for Reg B.

Reg A starts at the car park exit and takes us across 144, 133 and

132 to Fransham for the first of a series of 11 Tests. Although we are told there won't be any PC boards on the correct route I still get an uneasy feeling when we travel the loop at Welborne and do not find an IRTC. It dawns on me during the day that there is no need for them as it is the mileage and time that is important, so going the wrong route will show up in the penalties at the Controls – still hard to dismiss years of SCCoN 12 car habit though. No dramas along here or at Fransham. I've even got into the habit of looking for the actual mileage and time information that each marshal displays at their Control – some have it on clipboards, some stuck to the windscreen of their car – it's like hunt the Easter egg sometimes.

Reg B takes us up to Great Ryburgh and a comfort and fuel stop at Morrisons in Fakenham. I have a minor crisis at the last IRTC as I forget to ask the marshal to sign for my route envelope, but it's too late to go back, so have to take a chance. Thankfully not many Competitors do get signatures for the envelopes so no worries. Then onto Reg C from Gunthorpe Park just NE of Fakenham to Oulton Street for Test 2 and 3, which is two goes at the same concrete farm track. There is a fairly spectacular water splash just after the start and we have some debate about whether to lift off or attack. Seeing car 1 attack we do the same and the little MG gets a thorough exercising. We are waiting for our next attempt when Emma and Rob are just leaving for their first go. I can still see Emma's determined look on her face as she drops the clutch and sets off. The next thing I know Jim shouts something and I look up to see the underside and 4 wheels of a Volvo flying into the field of barley! We all

jump out and start running to assist, but the marshal is way ahead of us and then we see Emma and Rob walking around in the field. The guys looking after the Test do a grand job of looking after the crew and extracting the car and we only have a delay of about 15 minutes before we are off again. Undeterred by recent events Jim is 2 seconds faster on the second run – all's well.

A quick chat with Emma and Rob before we go and all's well with them – sort of!

We have a short link section to take us to Brandiston for tests 4 and 5 before lunch at Marsham Arms. Here we find some familiar faces as SCCoN folks are marshalling. Those of you who competed on Dave Bell's Brandiston Autotest will be familiar with the route as it was almost a carbon copy. I just have to make sure I remember which side of the cones to go and which stop gate to use – the rest is up to Jim. We don't make any mistakes and manage to go 10 seconds faster on the second run which keeps us in the top 5. FTD goes to Geoff Lobb in his 1400 Nova matching the same times as Paul Hernaman in his Porsche 911 – must have been quite interesting to watch considering the length of some of the straights!!

Lunch at Marsham Arms is relaxing as there are no route instructions to plot and the interim results show we are lying 3rd. We are allowed to open the next envelope as we leave lunch and the instructions for Reg D are 34 in order tulips – looks easy except for the fact that the instructions say CRO and the first tulip instruction is to use a white. I ask Jim to pull up and I plot the whole section backwards to confirm the intended route does in fact use the white road in GS1027 and 1028. Now

whether you consider the beginning of the T junction at the eastern end to be yellow or not is a bit ambiguous but it is definitely white on my map. On the face of it a fairly simple Regularity but the speed changes to 30mph for a short distance between tulips 15 and 20 using the yellow triangle to avoid spot height 55 in GS0927 makes this a challenging section.

Now it's back to Brandiston for some more fun with two more tests around the concrete tracks then it's off on another Regularity via a marked map route to Easton roundabout. As we leave Brandiston I ask Jim to pull over while I sort myself out paperwork wise and when he goes to start the car it's dead as a DoDo; very strange. The battery isn't flat so out I jump and start pushing with some help from Paul Hernaman and she fires up and away we go. Hmm what's going on here? Just don't stall her on this Regularity please.

Another short link via Thickthorn Services for comfort and fuel if needed and then to Hethel for some more entertainment. I have not been around the back of the Lotus test track for many years and I'm surprised how rough and overgrown it has become, but it makes for some interesting tests. But first of all we pull up onto the weighbridge there as we have 10 minutes or so to kill before the tests open. The weighbridge has a small slope we can use for starting the car if necessary. Meanwhile I have a look under the bonnet to see if there is anything obvious adrift – and yes there is. The low voltage wire has come off the starter solenoid – pop it back on and Bob's your Uncle all OK again.

Tests 8 and 10 are a short slalom and loop for some 20 seconds, but Test 9 and 11 are much longer

with some “stop to read” code boards. Test 9 read the board on the left, and Test 11 read the board on the right – sounds simple.

The boards on show at the start are two rows of three letters and digits – that's fine.

The card we are given to write what we see on are three rows of two letters and digits.

Now on the face of it that's not too difficult but trying to extract the info out of my brain quickly and put it on the card on Test 9 presents quite a challenge. In fact I had to make a real squiggly mess of one letter as I could not remember whether it was a Q, U, O or 0 – but I got away with it!!! Second time around on Test 11 it was much easier, thankfully.

Now for the real sting in the tail. The last Regularity is proper plot 'n bash – open the envelope as you leave the control. The first section is turn right and goes to the bridge in GS 0997 but avoid the following. No sooner have I've said “turn right”, Jim says “missing slot on left” – “stop” yells I as I have not worked out the route yet!! A few moments later I'm back on the case and yes we needed to turn left.

The middle section of route is defined by grids squares, which in itself is no problem it's just that it uses the intricate maze of roads around Deopham and Wicklewood which means the route goes in and out of the same square. It takes quite a bit of unravelling but I get there in the end and we still seem to be about on schedule.

The final piece of plotting takes us from Wicklewood to Wramplingham and while I am working out the theoretical BBC times for the speed changes on this last section I completely forget

to keep Jim on the correct route and say carry on down here towards Wymondham, and it's not until we see car 1 coming out of a road on the right that we twig – aaagh – I've plotted it correctly but not instructed correctly – seems like my brain is fading with all this multi-tasking. No bother turn around and Jim goes like stink for a mile to catch up.

Meanwhile I have an educated guess at where the final speed change should be and having worked out what time we should be there we go for it. Luckily my guess pays off and in fact we only drop 4 seconds at the last IRTC.

The final results show we have dropped to 5th during the last Tests at Hethel and the final Regularity really punishing us for our first junction over shoot. I had completely forgotten to compensate for the distance when sorting out the speed and time so dropped 17 seconds at the first IRTC.

Mind you we did not come away empty handed and won our class and Jim, or rather I should say the car, won the Concours prize, while Emma and Rob won the Spirit of the Rally award for there *head over heels* performance; Emma proudly announcing “I'm a real rally driver now”.

Well we have a short break now while Jim, and with his wife Jo, visit some of their family in Australia until our next outing at the beginning of August on the North Yorks Classic – must say I'm really looking forward to it – but must master the Brantz sometime soon! Oh and I did better with the wine gums this time as I taped the packet to the centre tunnel so Jim could reach them!

Ian.

Edinburgh Trial 2010

David Leckie

This year's Edinburgh Trial takes place on the 2nd October and the Regs will be out in the next week or two.

I have plans to go back again, this time with Howard in the passenger seat and we hope those of you who have expressed an interest over the past months will come along as well?

In Class '0' any type of car is ok and I'd recommend for your first event you compete in this class – ok you may miss a few of the more difficult hills and have easier or no stop boxes but you'll still face a real challenge and get a good feel for these events.

If you are interested then please let me know because although there is a maximum entry of 300 it can be oversubscribed. Because you compete against the Club in Class 0, crews are all mixed up rather than run in classes - so if we can put entries in together we can ask to run as a group whatever vehicles we are in - all adding to the fun?

Classic trialling is different from virtually any other form of motorsport that you might have competed in before because competitors on two, three and four wheels compete together but not against each other – you are all competing against the Club.

Before we went up last year I had visions of the Edinburgh Trial being a combination of a classic car run, a slow road rally and production car trial and that proved to be the case and each element had its own attractions for me. I think that there is something in it for anyone who has an interest in any of these areas of the sport. Certainly many of you would appreciate the thought and ingenuity that people have put into their cars particularly with the 'specials' and have I have a great respect for those prepared to use pre war cars competitively

There were many mixed crews and often the rear wheel drive cars carried extra passengers in the back – bouncing up and down in unison! So with the right car four of

you could enjoy a day in the country. There is a big social side to it as well, Peter & I didn't go but the Club puts on a dinner for around 200 people at the Buxton Pavillion on the Saturday night.

Car preparation is important but straightforward, basically it needs to be well protected underneath but other than that and making sure your tyres are legal the costs are low. Scrutineering was very relaxed probably because the officials had been up all through the night when we arrived at 4:30am. Only one member of the crew has to join the Club (@£30) and the entry fee is around £50 and no competition licence is required – so not bad value at all, especially if you have four in the car!.

Please get in touch sooner rather than later – happy to talk to anyone interested at the July Natter & Noggin.

David Leckie

Dukeries

Owen Le Roy

Brief report from Dukeries Rally

Unfortunately the rally was overshadowed by the death of Martyn Lewis on stage 7, after a rolling and hitting a tree. There but for the grace of God went the rest of us, as the stages were very fast. "Trees close" could have been an 'above the line' pace note for the bulk of this rally. We saw the shift light come on in top gear too often!

The soil around Sherwood forest is sandy and takes a while to adapt to after the forests of Wales. I was

a little slow on first 3 stages while I got to grips with the surface, not a lot of grip. Having given away time already I made a mistake on some tight twisty stuff (feet on wrong pedals), finished up a bank with a stalled engine. As I tried to re-start the hot engine I thought about the extra time I was gifting my competitors, and from then on got my head down and attacked the rest of the event.

We had a number of minor incidents including too being fast into some corners and late

braking manouevres, resulting in much sideways action (not all my fault, a few late calls from the nav. too). All I could hear in my head was recollection of Mark Annison navigating for me in similar situations and saying "get the lock on and BOOT IT!" Being obedient to that aggressive tone in my head I duly followed the instructions and exited from the incidents without too much drama (Nice training Mark). The double usage stuff in the PM was a little rough in places, but the tarmac sections (still on gravel tyres) were a lot drier and less sideways than the AM and

consequently faster.

The season is generally going well, Charlotte and I are doing the BTRDA gravel championship this year but only in a fun and low budget capacity. We have no

chase or service crew. On the Plains rally the organisers would not allow us to leave our service barge in the service area, so lunchtime service consisted of kicking the tyres, a leisurely lunch and a kip, while everyone

else scrambled frantically around there cars. I don't know what all the fuss is about, its only 50 stage miles!

Cheers, Owen

East Anglian Classic

Rob Henchoz

14th July 2010

EAC Historic Rally, oh dear!

Emma & I were out in the PV544 on Saturday, on our local historic event.

Unfortunately Emma has now recorded her first "DidNotFinish", in fact we only managed 2 regularities and 1 special test, +200m of the second special... On the exit of the usual water splash at Oulton Street, the PV's back end stepped out ever so slightly, we clipped the field bank on our left, and that flipped the PV onto her roof.

I'm pleased to say that Myles (our body man) swung by the house on Sunday and says, in Antipodean tones, "no worries mate, I can fix that", so "GAS 685" will not be off the road for long.

Our heartfelt thanks to many people:

- Andy Manston of M&H photography, who was first on the scene and ministered to us as we hung from our harnesses, feeling somewhat surprised to find ourselves in this unaccustomed attitude.
- Jim Deacon, who was out of his car faster than Linford Christie
- All the marshals who beat Jim to us, and got the car on her feet again

- Isaac & Sarah Zarmatti who loaned their Subaru & trailer for the afternoon, while they continued on the rally
- All the competitors, customers and friends who were worried about us, and commiserated.

Now, we're really not sentimental about our cars, but the worst of this occurrence is knowing that we damaged our PV after it's looked after us so well all these years - and we (ummm, Emma in fact!) feel very guilty about having "got it wrong".

24th July 2010
New PV544 roof arrives...

Following Emma's wee excursion into a field on the East Anglian Classic we now have a new roof for "GAS 685" - remarkably we acquired a rather rotten old shell not 10 miles away from home, and whilst the donor is clearly a long way beyond recovery the roof is perfect.

Myles has now removed GAS's roof, and we should be able to fit the new roof soon, as soon as Myles finds somewhere new to live I suspect since his landlord has just sold the house. Incidentally, we now have the full series of photos showing that we actually rolled twice - we'd both have sworn it was just once! Poor car...

As for the CapeTown Camel...

- Corrected rear springs fitted (they were 20mm too short and a little soft)
- Poly bushes and Bilstein gas shocks fitted to the rear (front were done at the beginning of the year)
- Recaro seats fitted, donated by Myles these probably came from an 80's Vauxhall/Opel

Just need to drive out in her to see what the improvements are!

And as for our trusty and delightful old 121 Amazon, Amy & I are off to a (modern) production car autotest this evening, courtesy of SCCoN. This will be Amy's first competitive outing as a navigator, although she has navigated both Emma & me on non-competitive runs. So we shall be on Tibenham airfield in a couple of hours time.

And did you see the Wimbledon Mahut/Isner 5th set yesterday afternoon? How can I get the commentary whilst at work?????



2010 Summer Series Championship

Third round has been and gone – report and results elsewhere

Get your entries in ASAP for the fourth round at Snetterton

Entries opened on Wednesday 7th July

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>	

Snetterton (Round 4)



Summer Series Round 3

Tibenham

A new venue (thanks to Ian & Gill) a sunny evening and a very good turnout.

Thanks to everyone who turned out.

Get your entries in for the next round at Snetterton.

The more entries the more points to be scored

Results:

Car	Driver	Class	Total	o/a	Class
7	Gary White	RWD	352	1	FTD
4	Jonathan Stimpson	FWD	355	2	1
14	Rob Kitchen	FWD	363	3	2
6	Adrian White	RWD	365	4	1
15	Rob Dominy	FWD	374	5	3
17	Chris Eglington	FWD	375	6	4
12	Gordon Wellbelove	FWD	377	7	5
10	Graeme Aldridge	FWD	380	8	6
2	Trevor Addison	RWD	382	9	2
8	Bernie Fox	FWD			7
9	Howard Joynt	FWD			
2	Chris More	RWD	386	12	3
1	Garth Collier	FWD	390	13	9
3	Rob Henchoz	RWD	393	14	4
11	Lynne Wellbelove	FWD			10
16	Libby Eglington	FWD	411	16	11

Championship Positions after 3 rounds (Top 15):

o/a	Driver	1	2	3	Total
1	Jonathan Stimpson	14	12½	19	45½
2	Rob Kitchen		12½	17	29½
3	Rob Dominy		7½	15	22½
4	Gary White			22	22
5	Gordon Wellbelove		7½	13	20½
6	Peter Riddle	9	9		18
7	Adrian White			16	16
8	Tom Leckie	15			15
9	Chris Eglington			14	14
10	Andrew Lawson	7	6		13
11=	Garth Collier		5	7	12
	Graeme Aldridge			12	12
13	David Leckie	11			11
14=	Bernie Fox			10	10
	Howard Joynt			10	10

Adverts



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

THE ESSEX TOUR

Vintage & Classic Car Run

3rd October 2010



A tour of the scenic Essex countryside stopping at a number of interesting locations along the way

Regulations and Entry Forms available from: pat@lionfield.co.uk or Karen on: 01245 420850 Limited to 50 places, please be quick



Promoted by Wickford Auto Club Ltd.



Royal Air Force Marham *Richard Burns Memorial Rally*

14th & 15th August 2010





Trinity Hyundai Rally Of The Midlands 18th - 19th June 2009



RallyGallery.com

By winning the Trinity Hyundai Rally of the Midlands outright in their Ford Focus WRC 05, Damian Cole and co-driver Craig Drew have taken their third consecutive maximum points score in the REIS MSA Asphalt Rally Championship. Time lost following an incorrect tyre choice for the first leg of the Hinckley-based event was soon recouped during the Saturday stages and Cole/Drew pulled ahead to take the win by almost a minute.



RallyGallery.com

John Stone/Lee Carter finished in the runners-up position on Rally of the Midlands in their Skoda Fabia WRC and, maintaining their 100% finishing record, took their fourth podium Championship finish from four starts so far this season. As the Championship moves towards the halfway stage, their consistency sees them leading their respective categories in the points table



RallyGallery.com

Simon Mauger/Chris Butcher brought their Ford Escort MkII home in 3rd place after another giant-killing performance in the two-wheel drive machine. In spite of the Friday night stages being damp after some unforecast rainfall, the pair were leading the rally outright at the end of the first leg but had to give best to the superior traction of a World Rally Car as the event moved towards its conclusion.



RallyGallery.com

Steve Leonard/Sion Humphreys made the trip across from Jersey with their rapid Escort MkII to take 8th place overall – their best result of the season so far. They, too, had opted for wets for the early stages and, once the tyres had gone off, had had to cope with a car that was ‘all over the place’!



RallyGallery.com

Having missed the opening round of the Championship, Roger Donnan/Chris Davies are plugging away in their Ford Puma S1600 and moving up the table as they do. Their main rivals in Class A6, Rod Bennett/Henry Richardson, retired on Saturday morning when their Fiat Punto's alternator packed up, leaving Roger & Chris unchallenged on their way to another class maximum. Prior to the trip to Ireland, Roger is 4th in the Drivers' table while Chris is one place higher in the Co-drivers



RallyGallery.com

Winners of the John Horton Motorsport Management 'Star Performance' salver on the opening round of the season, James Martin/Dylan James continue to impress in their Vauxhall Astra. Having taken off over the bridge in Arbury rather faster than was, perhaps, wise, they thought they were 'never going to land', but they did and went on to finish a fine 15th overall.



RallyGallery.com

The recipient of the JHMM salver on Rally of the Midlands was just behind the Astra. Having travelled all the way down from Scotland, Jim Sharp and co-driver Amy Mackinnon found themselves saddled with a two-minute penalty during the first leg. Uncomplaining, they mentioned it to the CLO and carried on to a Top 20 finish in their Mitsubishi Lancer EVO9, by which time the two minutes had disappeared!...

Graham Muter/Steve Hallmark took their 1300 BDA-engined Ford Escort to a customary class win, arriving at the final control a few seconds ahead of Craig Jose/Nigel Hewett (Peugeot 205) who were one of the few crews brave enough to use intermediate tyres on the first leg of the rally.

Chris Gravestock/Mark Harmer (Peugeot 106) were another pair unwittingly attempting to put their car into orbit in Arbury and had to stop at the finish to make sure that there was no water leaking from anywhere. It wasn't and they went on to open their account in the 2010 Championship points tables.

Ian Copping/Dave Rowley and Steve Webb/Steve Tott were both out in Fiestas, although that was where the similarity ended – one was RWD, the other FWD! – but they would finish the event a mere ten seconds apart.

Following retirement last time out on the Isle of Man, a tanned Geoff Glover, just back from a fortnight in the sun (which certainly counts his home in Teesside out of the reckoning!), and co-driver Bob Brown brought their Vauxhall Astra RWD home ahead of Tim Daltry/Paul Ohren-Bird (Peugeot 205) who were yet another crew who 'could have been braver' with their tyre choice for the opening stages.

The 'famous' jump in Arbury saw Lewis Roper/Joe Cruttenden put their Nissan Micra on its nose but,

unbowed, they continued to complete the event and take another maximum score in their Rally First class.

The Rally of the Midlands is a deceptively tough event and, with twenty stage starts, transmissions also take a hammering. Consequently the list of retirements accounted for almost exactly 50% of the original field. Cold comfort for some, obviously, but, if your name appeared on it, you were in good company!

The event witnessed the debut of Peter Lloyd's new Subaru Impreza S14 but, unfortunately, it was not to be the greatest of successes. The car was beset with problems on the Friday evening and did not start the second leg. We wish Peter well with its development and look forward to welcoming him back to the Championship soon.

Chris Marshall/Simon Hunter's rally came to a rather violent end at MIRA on Saturday when their Mitsubishi Lancer clipped the ARMCO barrier at high speed. The driver's door of Dave Price/Ashley Trimble's Ford Escort Mk6 bore witness to a close encounter with a deer in Arbury on Friday night but, before the end of the event, they, Steve Cressey/Sam Collis and Chris Daykin/Dan Megannity (both Subaru Imprezas) were out after experiencing problems with the route.

Paul Evans' Escort's engine packed the fiddle and Tim Seipel/Martin Hagggett's return to the MSA Asphalt Championship was short-lived after their MG ZR's clutch required replacing. They arrived back at service on the end of a tow rope and then began the long job of fitting a new thrust bearing. Well, nobody said it was going to be easy!...

Mike Perkin/Martin Bristow lasted until early on Saturday when their Ford Puma's engine went sick. A similar problem affected both Phil Bruce and George Cooke's co-drivers which led to their respective cars being withdrawn.

Included in the calendar for the first time, the next round of the REIS MSA Asphalt Rally Championship is the Dublin-based ALMC Stages Rally, on Sunday 18th July.