

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2010



Summer Series Championship action from Tibenham and Snetterton



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Included with this edition:

Summer Series Round 5 Regs & Entry Form

Summer Series Round 6 Regs & Entry Form

Broads Explorer Classic Scatter Regs & Entry Form

12 Car Round 1 Regs & Entry Form

Snetterton Autotest – Sunday 22nd August 2010

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

Lyng Garage Production Car Trial – Sunday 12th September 2010

Contact; David Leckie – 01603 893294 or David Bell – 07831 812429

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 19th August for the next Natter & Noggin

Diary Dates

Thursday 19th August
Club night at the Ugly Bug Inn, Colton

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

Wednesday 1st September
Management Meeting at the Ugly Bug Inn, Colton

Sunday 5th September
Broads Explorer Classic Scatter

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

Thursday 16th September
Club night at the Ugly Bug Inn, Colton

Friday 24th September
12 Car Round 1 – P & H Novice – Honing

Wednesday 6th October
Management Meeting at the Ugly Bug Inn, Colton

Thursday 21st October
Club night at the Ugly Bug Inn, Colton

Marshalling

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

Sunday 22nd August
Summer Series Round 5 – Snetterton

Sunday 12th September
Summer Series Round 6 – Lyng

Friday 24th September
12 Car Round 1 – P & H Novice – Honing

Saturday 25th September
Hutton Kitchen Woodbridge Stages – MOD Woodbridge

Friday 29th October
12 Car Round 2

Saturday 30th October
EACS Endurance Road Rally – MOD Woodbridge

Sunday 7th November
Lynn Charity Stages – MOD Sculthorpe

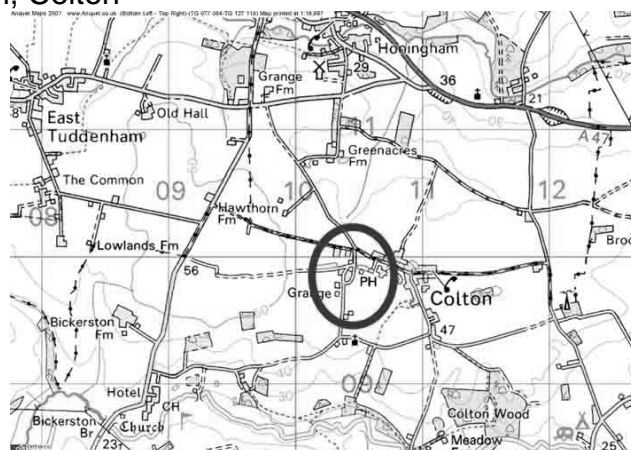
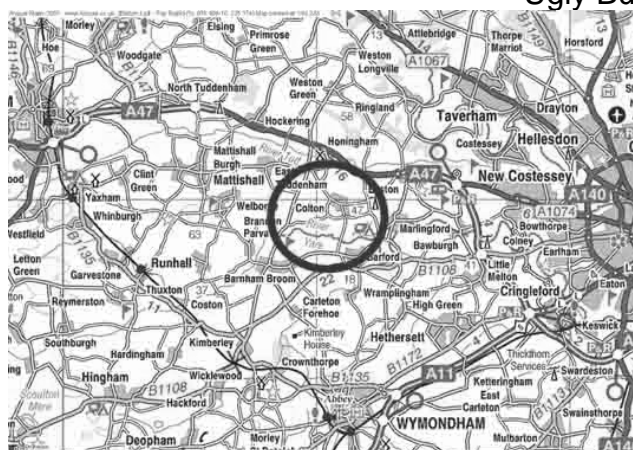
Broads Explorer Classic Scatter

Sunday 5th September

A joint effort with Eastern Counties Motor Club with cooperation from The Broads Authority.

Aimed at Classic car enthusiasts but entries welcome from anyone with an *interesting* car.

Ugly Bug Inn, Colton



Editorial Chair

Martin Newson

Event News August 2010.

You might have noticed that the envelope is full of regs for the next 6-7 weeks or so, please have a good look at them as there should be more than one event to suit you. We need your entry to make these run and be successful. I will try to tell you what I know about each event.

Sunday 22nd August Snetterton Production Autotest.

This is on the grass paddock on the right just as you arrive at the entrance gates where you would normally have to pay (check with Howard or Dave Bell as to where and how we get in without paying). The tests will be laid out in such a way that if any area "cuts up" this should be able to be cut out for the next attempt at the test.

Do not forget that you do need to carry a passenger for the production autotests.

Sunday 5th September Broads Explorer Classic Scatter.

This is a new event jointly run by us and Eastern Counties Motor Club.

Based around the Broads Authority sites and it has a prize for the winner of a boat trip. This is the normal type of format of answering the questions at the different venues (as I write this I know Howard and his team are out finding the clues).

It is really aimed for more of the classic cars, but should you want to enter with your shopping cars the team will accept your entry, they might have a handicap system for the points depending on the age of the cars.

Please give this scatter a try it is

for the whole family to have a go.

Sunday 12th September Lyng Production Car Trial.

We have run a PCT for so many years, this venue can test the best of the trails drivers and we will have to have a big effort from our club members to defeat our friends from West Suffolk Motor Club.

As a special treat Lynne Wellbelove is going to do a buffet lunch for everyone for the princely sum of £3,00 per head what more can ask for (cheaper than most sandwiches from Tesco's).

Friday 24th September The P&H Novice 12 Car.

This is where it all starts the 12 car championship season.

Pat and Henry Fairhead have supported this event for lots of years, this year the route has been plotted by Dave Leckie and Dave Bell.

Please get your entries in, not to early though check the regs for the opening date.

Saturday 4th September At Diss Market Place.

We are going to have a display/stand in the market place to promote the car club and safe motoring to the youngsters in the area. If you have any spare time please come along and give us a hand, please let me know by phoning or email.

Chairman Report August 2010.

I always knew that August was going to be very busy, but not this busy it seems that the 8th of August month is the only day that we do not have something booked in.

It really started on July 29th on the evening autotest at Snetterton.

The evening was very well attended with 13 drivers taking to the challenging tests organised by Dave Bell and his team, and for the first time ever we had enough marshals to keep a very close eye on the tests and cone movements.

As you will see elsewhere the results were very close with Mark Banham from the Kings Lynn Motor Club taking the spoils back to his home in Fakenham.

Friday night we were loading the rally car onto the trailer for the drive north to compete on the Tyneside Stages rally over the challenging roads of Otterburn.

Dawn for me was marked by leaving home at 5.00 to drive to Cambridge to pick up Adrian Sayers and then onto A 1 north.

With scrutineering starting at 1.00 and the recce starting at 4.00 we arrived in good time.

The whole thing went very well, the recce route seemed quite strange only doing two stages all the way through and the rest in bits. But it did all work out for us.

I did find it very difficult to find a hotel close by, therefore we ended up in the Premier Inn near Newcastle (a twenty mile run back in the morning).

An early start to try to get the prime place in the service area, this nearly failed but for our championship friends who found us a small area near them. There were too many cars in the service area which were not needed in this confined space.

Back to the main event the rally.

Our start time was 9.31 the butterflies that were running around inside me hours before were now at full speed. A short drive to the stage start meant I really did not have any more time to worry. With the traffic lights counting down and Peter confirming what I could see we were off, braking too early for most of the stage we came through with no problems (it was good to be out in the lanes again after the last event last stage accident on the Jim Clark Rally).

Our times over the day were not great but reliable, our biggest moment of the day was 500 metres into stage 6 the notes warned of a jump, but I approached it too fast we took off landing in the bottom of valley in the road, and then nearly bounced

off the road I did not realise this landing wined Peter but he still managed get the notes out over the next 8 miles (thanks Peter).

The rally ran very well, there was only one small hold up when the rescue crew had to go in to sort out one accident. We were on the way home by 6.00pm.

We finished 46th overall from around 80 starters, first in our very small class.

The excitement was not over for Adrian and I, on the way home we had one or two problems.

The isuzu tow car decided it only need to run on 3 cylinders, it did run ok at certain speeds so rather than being relayed home we would

go for it.

Next at Blyth services I filled with diesel and checked the trailer, one wheel was so hot I could not touch it. No choice but move everything to the lorry park and check it out. I stripped the hub off the trailer, burnt my arm on the hot grease. The brake lining had become detached from the shoe and jamming the wheel. After removing all the brake parts replacing the hub we were on the road again.

We are now looking forward to the next event over the Epynt army ranges on the bank holiday weekend.

YOUR CHAIRMAN.
Martin Newson.

2011 Malcolm Watson Stages

We need your help now!

A management team needs to put in place to start the organisation of this event. The date is booked for a return visit to the old RAF site at Sculthorpe in April 2011.

We some willing volunteers to start bring this rally together in the clubs 60th year. Should you volunteer the previous management team will be able to help and point you in the right direction to make this rally a success again in 2011.

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 AT 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?

EMAIL YOUR EDITOR MARTIN AT cjnewson32@yahoo.co.uk

DO NOT BE SHY PLEASE CONTACT US WITH YOUR IDEAS AND VIEWS.

RING OR EMAIL THE MANAGEMENT TEAM MEMBERS.

**YOU COULD ALWAYS CONTACT ME MARTIN NEWSON
ON 01502 716280 OR EMAIL cjnewson32@yahoo.co.uk**

North Yorkshire Classic

North Yorkshire Classic – HRCR Round 8

This was the 5th event Jim and I have done this year, and I must admit “lady luck” was not so kind to us. In the end we finished 11th overall which was much better than either of us thought. It just goes to show that if you are having a tough time then chances are everyone else is too. For the first time in quite a few events I got temporarily “lost” and we abandoned one of the tests as we got hopelessly disorientated! That’s the summary, now for some of the gory details.

This was a new event to the championship organised by some of the more experienced crews so it was an unknown quantity for all the competitors. It was based at Askham Bryan Agricultural College just outside York which provided some quite useful facilities including overnight accommodation and lots of land for tests.

The route was a mixture of pre-plot regularities and 10 tests using an area west and north of York, but staying out of the national park “Dales”. It covered 4 maps 99, 100, 104 and 105 and as usual with rally organisers they took great delight in using the map joins to maximum effect.

We were seeded Car2 between the two current front runners for the championship Martin Neal/Mick Briggs in a Sprite and Roger Bricknell/Ryan Pickering in a TR4, which was a bit daunting to say the least. The character of the event was revealed on the first test within the grounds of the college. It was just so tight there was no chance to build any momentum to get the “tail out” and we got a 10 second penalty for hitting the 2nd cone in! From here we went a couple of miles to a farm track

around and through some of the college’s farmland with a test of about half a mile with a jiggly bit at the end around some cones. This went much better for us and we posted a top three time. This finished with the start of the first Regularity which was a tulip road book with 4 speed changes and two Controls that had been given out 30minutes before our start time so there were no surprises and all went well.

Next up is Test 3 on a piece of airfield circulating various cones and piles of soil and muck which we managed to complete without too much difficulty, but still very tight, and not much opportunity to gain any momentum.

Now a short transport run to Regularity 2 which starts about 5 miles south of Boroughbridge. The route instruction handout had been given to us at MTC1 just as we left so I managed to get the route plotted with a short stop in a lay-by along the way. It managed to use all three maps in the first 3 miles so a lot of paper shuffling went on. The handout was more like a treasure hunt being very descriptive like pass a museum but not a church etc. I was beginning to get the flavour as some “clues” were very close together, and obvious but then some could be 4 or 5 miles away which meant a big search. Nevertheless all was still going quite smoothly until we got to the last Intermediate Time Control (ITC) and I was 38 seconds early! According to the Marshal” the clock must be wrong as it was similar for Car1” – we shall see?

There is now a 9 mile transport to Tholthorpe Moor disused airfield/trading estate/farm for Tests 4 and 5 and Regularity 3. Test 4 is a string of cones around a bend in a piece of peri track which is very narrow and as usual

very tightly spaced cones. Again we get round more by luck than judgement. The cones are all lettered going out on the test but not coming back and we needed to dive off before we got to the end to find one hidden behind a pile of muck; luckily we did so correctly. Now it’s onto Test 5 down the road a little way.

This one was to be our first cock up of the day as we got hopelessly disorientated after only 3 cones. Having stopped and reversed 3 times in about 100yds we decided to call it a day and head to the finish back where we started much to the amusement of the Marshals, as you can imagine.

We just had time to compose ourselves as we headed across the road for Regularity 3. Now for something completely different: this was 3 miles long with 4 ITCs through, across and around the airfield. We had been told at the drivers briefing it was not a special stage in disguise, but it was a very close approximation! The average speeds required ranged from 15 to 24mph and the whole route was described, with times given at increments ranging from 0.01 to 0.09 of a mile!

A portion of the route description being.....

mls	Description	Time
0.01	Pass between Cones J-J	05:04
0.01	Keep RIGHT of soil heaps	05:06
0.03	Gap in soil heaps keep straight on	05:12
0.01	T junction turn LEFT beyond soil heap	05:18

This looks simple, but as you probably know airfields are pretty featureless places and with summer weeds about 1 metre tall and the cones being only 0.5 metres it was quite a challenge. It seems we were a little hasty on this one managing to be 23secs

early at the second ITC but then 8 seconds late at the next one – nowhere near good enough to be up with the leaders who were never more than 5 seconds out! Mind you I thought we would have been much worse as we turned left after the 3rd ITC rather than right so that threw my mileage and times completely so to be only 10 seconds late at the last ITC was definitely luck not skill.

Next its into regularity 4 which was to be an hour long and take us from Tholthorpe over to Yearsley Moor and to the lunch halt at Easingwold via 4 ITCs and just one plot'n bash handout at the beginning that was a mixture of spot heights and grid lines and an "All roads" instruction. Most of this plotted fine except there was a paragraph in the Finals that insisted only features which actually lay on the road or crossed its boundary were to be considered and for the life of me I could not find the "spot" for one of the spot heights on any road. The fact that this was followed by the use of the same crossroads twice without any mention of this in the instructions just added to my anxiety. Anyway we went the way I thought it should be and it seemed to work out OK with penalties in single digits, but I see that in the results there are no penalties at all for the last two ITCs of the section so there must have been a problem of some sort. Needless to say we had not stayed at the finish to query any results or await the award ceremony.

Lunch turned into a minor drama for the Organisers as the single petrol pump at the nominated garage gave up the ghost before Car 1 arrived so we were sent on a 10 mile detour to the next available garage. At least we were given a delay allowance of an extra half hour for lunch, and to make sure we finished at a sensible time the last Test, a repeat of the first, was scrapped because "nobody liked it anyway"

So lunch over we set off to embark on Regularity 5 another hour of traditional plot'n bash with handouts at the start and each of the ITCs. This takes us out to Snargate Hill and then south to Moxby Moor before finishing back at Easingwold. The first section goes fine and we set off with me deciphering the handout. Jim says passing "slot on right" – "OK" says I and after a little way he says junction which way. I look up and to my horror its nothing like what I'm expecting – where the **** am I? Looking back my brain was at the end of the first set of navigation when we reached the ITC and I set off thinking I was on a particular road when in fact the ITC was not at the end of the section and we had not negotiated the final junction hence we ended up travelling north when I thought we were travelling east. Hope you follow. Anyway back to the rally.

Now I had sat at home working out what I needed to do to recover from the inevitable "wrong slot" but I had not been out to have a real practice, so when the inevitable happened I forgot everything and we just turned round and headed off to catch up. That's when I realise I've lost my total mileage and my intermediate mileage and the instructions are such that I can't work out the next speed change point or for that matter keep us on time. All we can do is try to get ourselves back into the correct place on the road equally spaced between cars 1 and 3. As it turned out we were 20 secs late at the next ITC, but at least I found the Control and had the next handout. The first thing that struck me was that the next speed change was defined by miles from the start so I was bu****ed straightaway which did not help my frame of mind. To top it the next section of navigation was map features including Electricity Transmission Lines (ETL) to cross and what I presumed to be graticule. The only way I could get the ETLs to work was again using a crossroads twice which did not

sit comfortably with me, so I decide to wait for Car 3 to see if he went that way, which he did, so then we set off to pass him. By this time he must have been getting a bit fed up with me. Just when I'm thinking I may have extracted myself from this mess the next handout comes through the window with yet more ETLs and again I can't fathom out how to use them and get to the End of the Regularity so I ask Jim to pull over again while I scratch my head. The penny finally drops just as car 3 goes passed, so we set off to overtake him yet again – he must think I'm a complete nuisance – and I'm thinking what am I doing here seeded between the two guys leading the championship and separated by a handful of points the last thing these chaps need is a travelling chicane. We're 17 secs early at the last ITC and this is because we pulled into a lay-by just after the slot we wanted so our mileage was out by few yards, and 176yds at 23 mph is 16 seconds!!!

Well thank goodness that's over lets get on with the next one. Reg 6 starts on the join of the three maps – whoopee. The first handout is coloured junction with dead ends to be ignored. Well most of the dead ends start on one map and finish on another so that means I have maps being shuffled left right and centre, but it's fairly OK and we are underway with a few hesitations at junctions. Oh yes and the speed change is at the second 30mph sign. There is some tricky navigation through the village of Whixley and when I ask about the second 30 sign it's a case of "Ooops" I think we've passed it, and "Aaagh" here's the Control – just the 23 secs early - damn!

The next handout is not too bad but the time includes a 4minute delay to cater for the traffic lights at a river bridge, so we sit on the side of the road with car 1 taking in the scenery. The penalty at the next control is back within 5 secs so at least there's hope, well that's

what I thought until I got the handout – Start at 30mph cross Sike Beck and The Dam then drive along a Unitary Authority Boundary, then District then Unitary Authority Boundary, (UAD) do not enter a grid square with a prison, change speed to 22mph at ANGRAM.

I have two options to cross Sike Beck, one on a yellow and one on a brown, I choose the yellow. When I find “The Dam” it seems the shortest route should have been on the brown. Ok we’ll go that way. So I use my Romer to work out the difference in length of the route I’ve taken and then deduct this from my trip miles to read out what I hope to be the

correct time for the speed – nightmare – while I’m doing this I find the boundaries but miss the final 100yds up the UAD. We are heading onwards what I think is the final ITC when here comes Car 1 heading towards us – Oh Shit! We go to the crossroads expecting the TC – surprise, not there – look at map again with magnifying glass – “Oh I see” – yet more turning around and that’s why 7 of the top 10 cars all got a 30 sec max penalty for the final ITC – shame on us all. Jim said “I had a feeling we should have gone through that hole in the hedge back there” and he was correct.

Just one last Test which was Test 2 repeated, and good fun, although

we were 4 seconds slower as there was no point in going flat out. Knowing we were not in the running we decided to head for home early and did not wait for any of the results guessing we would be lucky to be in the top 20 as we were 15th at lunch. When I look at the details of the results, we were credited with an incorrect time for Test 2 with an additional 20 seconds, but it would not have made any difference as we were a full minute behind the TR3A in front.

We shall be out practising how to recover from “wrong slots”

More anon
Ian

Road Rallying July Round Up

Dave Bell

Drystone – Saturday 17th / Sunday 18th July

As regular readers may well have already guessed, due to the re-appearance of the Round Up, the three of us managed to get to the end of an event. The event was not without its dramas but overall a satisfactory result.

The organisers seemed to have listened to the competitor reaction after a very rough 061 and, in our opinion, returned the event to a typical Derbyshire event, not smooth by any stretch of the imagination but acceptably rough. Over the years the Drystone has been a consistently well organised event, this year the wheels on the organiser’s wagon must have been put on by Rosbergs mechanics as they came off after petrol, but more about that later.

Due to the popularity of the event the entry filled up very rapidly eventually running with a full 60 crews, New start venue for this year at Bakewell Showground (10/10 for that change) with the event running on 119 (although we were expecting excursions onto

118 and 110). We were running as Experts (class 2) and seeded at 21 (3rd in class) – the high quality top 20 was made up of most of the top boys and girls from English rallying (well most of them are based in the North West).

The warning bells tinkled at the pre-event briefing, the CoC appeared to be rather nervous with the ACoC doing most of the talking. Much was made of the fact that they had been inundated with marshals and there would only be ONE code board – every other control would be manned – brave words.

Navigation for the event was to be standard Drystone plot & bash up to petrol and then a bit of London Road Book join the dots after petrol. Drystone plot & bash is one hand out to cover 3 or 4 controls, one relaxed section to plot it, one competitive (usually timed to the second) and then either one or two relaxed-ish sections to take you onto the next hand out, This year things were slightly different with the hand outs appearing through the window apparently randomly. (I assume the organisers thought it

would make things easier but in practice it didn’t)

The event started off with a fairly long run to Buxton for the first go at the quarry. And good fun it was, starting on the well used Donkey Sanctuary white and then into the quarry which was well arrowed and fast. (Google Earth gives a good view of the quarry tracks – just east of Dove Holes). We stopped the clocks with 8 seconds penalty.

Out of the quarry; through Dove Holes to RTC3 to collect another hand out with the route to RTC5. Strange section via IRTC4s; timed to the second but running through the village of Combs (usually a Quiet). Nothing on the hand out but at the manned PC on the outskirts of the village we were instructed to drive VQ through the village to the next manned PC – this is not good news but why? – admittedly the roads on either side of the village are good and it is one of the main routes into the Goyt Valley (used on most Derbyshire events) but it can’t be good for PR as I’m sure some crews version of VQ isn’t! Hugh

was itching to press on especially once we were through the village, but eventually waited until the PC. Arrived at IRTC4s well clean, so again the question why?

Hand out for the route from RTC5 to STC8n (with a photo copy section of 118) had appeared through the window at IRTC4s leaving the run from 4 to 5 to plot from 5 to 8. IRTC6s saw our first problem of the night as we arrived at the control clean (only just) but having stopped next to two tabbard wearing punters just past the control board I was a bit surprised to be told that they weren't marshals, by the time we'd found the marshals we were 13 seconds late and Hugh wasn't impressed as we were given the time on the clock when the time card was presented!

Things went downhill a bit more as somewhere between IRTC6s and STC8n we weren't given a hand out. Sitting at STC8n having been given a hand out for STC11n to RTC13 the marshal was a bit confused as I politely asked for the correct hand out – apparently we should have been given it at an earlier control but fortunately the organisers had a plan B and he had some spare copies (tucked away in his car as we sat with the clock ticking). Unfortunately this was probably the hardest bit of navigation all night (tulips to be plotted in reverse alphabetical order) which had to be done on the fly rather than parked in the queue for STC8n. Things got worse, towards the end of the section is a double triangle which is popular with organisers but apparently not so popular with the local farmer. Already subject to an amendment the route had been re-amended by the course opener as another bit of the triangle had been blocked by the farmer. Just after this confusion Hugh missed a slot left, more confusion with the nett effect 3 minutes dropped.

With the hand out system sussed the rest of the route to the second

quarry run was fairly drama free apart from a couple of miles stuck behind a local on a fast but narrow yellow and the return of the refusal by the car to start on the key. The second run through the quarry is worth a mention as the water must have got in the clocks. Our first run cost us 8 seconds, the second run (an exact reversal of the first run) cost us 1:14. The final control before petrol showed the first sign of the wobbly wheels – a section timed to the second on the time card actually only timed to the minute.

Hugh was a bit tetchy at petrol, made me get out to hand in the time card, once I'm strapped in I don't like to get out. Needed a push out of petrol so it was fingers crossed for the second half.

Now the London Road Book sounds very easy but I do struggle with it. Basically you have a photo copy map section with numbered points marked. At the start of the section the hand out lists the order to join the dots (plus other information).

OK, remember the promise at the briefing, only one code board – well we had that very early in the first half. First section after petrol, no PCW (not a problem as we were fairly certain that we hadn't driven through a control – just a niggle), no PCX (bigger niggle), no PCY (difficult to concentrate 100%), PCZ and a person but signs against PCY (don't worry that's what he'd been told to do), no PCAA. I reckon out of 16 PCs after petrol I ended up with only 5 on the time card.

Still time for three more mistakes;, one by me, one by Hugh and a joint effort. I insisted that we should go into the outskirts of Bakewell (competitively) even when asked if I was sure. Same section came to a T junction in a farmyard that wasn't which I'll chalk down to both of us. And the best one of the night; almost every

Derbyshire event uses the white across Gotham Moor (near the A5012 / A515 junction at Newhaven). We have certainly been up and down it several times. Starting at the Pikehall end its roughish and along the lines of 1km left at T onto bridleway, 1km fork left onto white, 500 GW left at Xroads onto yellow. This was of the join the dots sections and I was busy trying to focus on another bit of map trying to work out where to go after joining the yellow when the car slid to a halt with Hugh demanding to know which way to go at the crossroads he had just slid across. My reply was what crossroads as I desperately tried to work out where we were by looking for a cross roads, I knew approximately where we should have been but no cross roads. It turned out to be where the white crossed cycle track 54 which. in my defence. may have been recently re-surfaced.

Cleaned the rest of the route and made it to the finish where we enjoyed a very good breakfast as we waited for the results. We ended up 12th o/a and 3rd in class. Even without our mistakes we'd have been lucky to get in the top 10. The results took a bit of time to come out as the results computer penalised everyone for the missed PCs – same for everyone but bad for the ego to end up with an extra 55 minutes penalty. The code board penalties were eventually scrubbed but I'm not sure why they were ever applied.

Carl Hawkins and Iain Tullie (Nova) won on 2:30 from Guy Robinson and Charlie Wheeldon (Impreza) on 2:45 and Martin Betts Richard Hage (Escort) on 4:37 with us on 12:19.

Our 3rd in class won us an award and, much to my surprise, also won the team award (nothing to do with me guv). Not sure whether Hugh had anything to do with it (perhaps our fame is spreading)

but somehow we were included in a team made up of us (12th o/a), Alex Kirk-Whilley & Craig Hardman (17th o/a) and Mark Turner & Sasha Heriot (33rd o/a).

Next outings are the Morecambe Rally (14/15 Aug) on maps 97, 98, 192 & 103 and the Yorkshire Revival (11/12 Sep) on maps 99 & 105.

2010 / 2011 12 Car Championship

It's that time of the year again with the regs for the first round of the Championship to be found elsewhere in this issue. Nothing much has changed from last year,

Provisional calendar:

Date	Organiser(s)
24 th Sep	David Leckie
29 th Oct	Martin & Christine Newson & Rob Henchoz
26 th Nov	Julian & Sara Riley
28 th Jan	Peter Riddle
25 th Feb	Howard Joynt & Bernie Fox
25 th Mar	Ian Doble & Chris More

The Championship kicks off with the traditional opener the P & H Novice 12 Cars. Generously sponsored for many years by Pat & Henry Fairhead, only Novices and Beginners qualify to win awards but everyone is welcome to enter. The event starts and finishes at Honing Village Hall (just outside North Walsham) and has a new organiser, David Leckie. Marshals are also required. The whole event is aimed at less experienced competitors with first timers welcome. It is not only aimed at less experienced competitors, it is also an opportunity to have a go at marshalling. There will be plenty of experienced club members around.

The next bit was inspired by following a thread on the BRF (British Rally Forum) generated by

a question about what needs to be done to a car to get it through scrutineering for an event. Some of the posts seemed a tad on the bizarre side prompting me to have a bit of a furtle into the 2010 Blue Book (the bible distributed by the MSA to licence holders although it can be viewed from the MSA website - www.msauk.org > Competitors > Publications > 2010 Competitors and Officials Yearbook).

The answer to the question is not at all straight forward (certainly based on the majority of the posts there is a great deal of confusion and ignorance), it really depends on what sort of event you're being scrutineered for and what sort of car you have. The relevant sections in the Blue Book are J (Competitors Vehicles) and R (Rallying).

Let's assume that you have a completely standard car and you want to do the P&H, what do you need to do to get it through scrutineering?

Starting with R.18 Technical Regulations – all cars must comply with Section J. Reading through Section J (remember the standard car assumption) then there are (in my opinion) only 3 paragraphs are relevant 5.14.2 Battery terminals should be covered to prevent sparks. 5.14.5 The battery earth lead should be readily distinguishable, if not then it should be identified by yellow marking. 5.20.1 Be of sound construction and mechanical condition and be well maintained.

That's it.

In my opinion the significant words in R,18 are 'competing in Road Rallies'. There may be a view that 12 Car Rallies fall under the heading of 'Road Rallies', in fact they fall under the heading of 'Road Events' and as far as I can see there are no specific Technical Regulations for 12 Car Rallies.

Section R.7.1 defines 'Road Events'. There are 8 types defined: Road Rally, Historic Road Rally, Navigational Rally, Veteran Rally, Economy Rally, Twelve Car Rally and Navigational Scatter Event.

For future reference there is a significant difference in the requirements between Road Rally and Navigational Rally.

Well, that's not quite all you need for the P&H. Individual event supplementary regulations may specific additional requirements. To compete on a SCCoN 12 Car a red warning triangle is mandatory, a standard First Aid Kit is advisable as is carrying a tow rope (and knowing where to attach it).

There is also quite a difference between preparing a car to get through scrutineering for a 12 Car and preparing a car for competing in a 12 Car.

If you've never competed on a 12 car then the only essential preparation you need to do to the car is in the office. You'll need a decent interior light, a map board for your map, and a clip board for your time cards. Nice to have are a map magnifier and a foot rest. Electric windows are a serious luxury

A head torch is a good substitute for an interior light. Anything substantial will do for a foot rest, I did many events using a folded horse blanket squashed into the footwell.

STOP PRESS The proposed Road Rally regulation changes have now been published in the latest issue of Motorsports Now (another publication distributed to MSA licence holders but also available on the MSA website). However the published changes may only be Part 1 of 2 – watch this space.



2010 Summer Series Championship

Fourth round has been and gone – report and results elsewhere

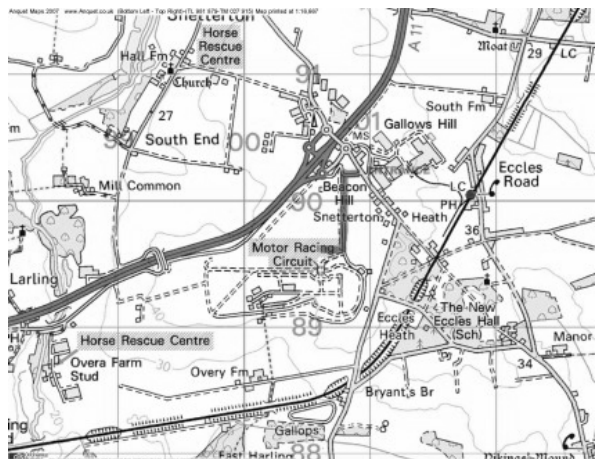
Get your entries in ASAP for the fifth round at Snetterton and the sixth round at Lyng

Entries open

No maximum entry – the bigger the entry the more points available to be scored

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

Snetterton (Round 5)



Summer Series Round 4

Snetterton

Thanks to Howard & Bernie. A sunny evening and another 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
19	Mark Banham	RWD	263	1	FTD
10	Gary White	RWD	267	2	1
11	Adrian White	RWD	269	3	2
7	Rob Kitchen	FWD	272	4	1
8	Rob Dominy	FWD	277	5	2
1	Trevor Addison	RWD	284	6	3
5	Chris Cockrell	FWD	285	7	3
3	Rob Henchoz	RWD	286	8	4
9	Graeme Aldridge	FWD	300	9	4
4	David Leckie	FWD	302	10	5
2	Garth Collier	FWD	308	11	6
6	Tanya Cockrell	FWD	323	12	7
20	Fred Winter	RWD	335	13	5

Championship Positions after 4 rounds (Top 18):

o/a	Driver	1	2	3	4	Total
1	Jonathan Stimpson	14	12½	19		45½
2	Rob Kitchen		12½	17	13	42½
3	Rob Dominy		7½	15	12	34½
4	Gary White			22	16	38
5	Adrian White			16	14	30
6	Dan Hilton		9		19	28
7	Tom Leckie	15			7	22
8	Trevor Addison			10	11	21
9	Gordon Wellbelove		7½	13		20½
10	Graeme Aldridge			12	8	20
11	Mark Banham				19	19
12=	David Leckie	11			7	18
	Peter Riddle	9	9			
	Garth Collier		5	7	6	
15=	Amy Henchoz			5½	9	14½
	Rob Henchoz			5½	9	
17	Chris Eglington			14		14
18	Andrew Lawson	7	6			13

2010 / 2011 12 Car Championship

Regs & Entry Form for Round 1 included with this issue

Reminder of the rules regarding entries

Entries open 16 days before the event

Entries close 7 days before the event

Over the last couple of years the events have been very popular with one or two over-subscribed

This year entries will be allocated on a first come first served basis

To avoid disappointment please make sure that a fully completed entry form and the appropriate entry fee are delivered to the Event Entries Secretary within the timescale detailed above (for Round 1 entries open on Wednesday 8th September and close on Friday 17th September)

Entries will be acknowledged by email or post

<i>Date</i>	<i>Event</i>	<i>Venue</i>	<i>Maps</i>	<i>Organiser</i>
<i>Friday 24th September</i>	<i>P & H Novice</i>	<i>Honing Village Hall</i>	<i>133</i>	<i>David Leckie</i>
<i>Friday 29th October</i>	<i>tbc</i>	<i>tbc</i>	<i>tbc</i>	<i>Martin & Christine Newson Rob Henchoz</i>
<i>Friday 26th November</i>	<i>Plandescil</i>	<i>tbc</i>	<i>tbc</i>	<i>Julian & Sara Riley</i>
<i>Friday 28th January</i>	<i>tbc</i>	<i>tbc</i>	<i>tbc</i>	<i>Peter Riddle</i>
<i>Friday 25th February</i>	<i>Your Ideal Shop</i>	<i>tbc</i>	<i>tbc</i>	<i>Howard Joynt & Bernie Fox</i>
<i>Friday 25th March</i>	<i>Lyng Garage</i>	<i>Lyng</i>	<i>Tbc</i>	<i>Ian Doble & Chris More</i>

The Championship Rules are basically the same as for the 2009 / 2010 Championship and can be viewed from the website

The only significant change is the increase in entry fee

Adverts



CHELMSFORD MOTOR CLUB
is proud to announce the
EACS ENDURANCE ROAD RALLY
30th OCTOBER 2010





The Broads Explorer Scatter

Sunday 5th September 2010



Sporting Car Club of Norfolk and Eastern Counties Motor Club
With the collaboration of the Broads Authority
invite you to the
BROADS EXPLORER SCATTER
On **SUNDAY, 5th SEPTEMBER 2010.**

This will be a mildly competitive event, similar to a Treasure Hunt, but allowing you to choose where you wish to go and which route to use. The places visited will include some of the highlights of the beautiful Norfolk Broads. The start and finish will be at visitor attractions with full facilities and the route will comprise about fifty miles of quiet lanes in the lovely and largely unknown area north-east of Norwich. There is no complicated navigation. You will have a choice of places to visit and will be given a proper Ordnance Survey map of the whole area to find your way and at least four hours in which to travel.

Entries are open to any 'Classic' car or any which may be regarded as 'interesting' without an age limitation. Families would be most welcome. Each entrant will receive a rally plate appropriate to the event and a special memento from the Broads Authority.

The winning crew who will have answered best the questions asked will be awarded a BOAT TRIP on THE BROADS to be taken during the Autumn, kindly provided by the Broads Authority. The Clubs, as we have in the past, will also make a substantial donation to the East Anglian Air Ambulance from the entry fee.

Further details and regs and entry form can be found on the clubs' sites, www.sccn.co.uk or www.ecmc.co.uk.

We look forward to hearing from you. If you have any questions please email either Howard (howardjoynt@googlemail.com) or Tony (tony.burchnell@virgin.net)



Royal Air Force Marham
Richard Burns Memorial Rally

14th & 15th August 2010



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.

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



Chelmsford Motor Club

**HUTTON
KITCHENS**

Woodbridge Stages

Saturday 25th September 2010

MOD Woodbridge
Near Ipswich, Suffolk