

# SCCCLN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

September 2010



Inside this issue	
The Latest ...	3
Editorial	4-6
Road Rallying	7-8
2010 Summer Series Championship	9-12
2010 / 2011 12 Car Championship	13
Miscellaneous	14-24

## 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

President **John Starsmore**

## Management Team

Chairman **Martin Newson**  
cjnewson32@yahoo.co.uk  
01263 515066

Vice Chairman **Howard Joynt**  
howardjoynt@googlmail.com  
07917 060052

Club Secretary **Richard Johns**  
anna.richard@tiscali.co.uk  
01692 538629

Treasurer **Lynne Wellbelove**  
lynnewellbelove@btinternet.com  
01953 483640

Competition Secretary **Mark Annison**  
lorraine.annison@btinternet.com  
01263 513052

Social Secretary **Howard Joynt**  
howardjoynt@googlmail.com  
07917 060052

Membership Secretary **Julian & Sara Riley**  
01953 850808

Child Protection **Christine Newson**  
cjnewson32@yahoo.co.uk

Web / Chief Marshal **David Bell**  
percy@sccon.co.uk  
01603 720871

Company Secretary **David Leckie**  
01603 893294

Committee Members **Trevor Addison**  
**Bernie Fox**  
**Mike Lambert**  
**Andrew Lawson**  
**Peter Riddle**  
**Gordon Wellbelove**

## Included with this edition:

### 12 Car Round 2 Regs & Entry Form

## POSTPONED

### Lyng Garage Production Car Trial – Sunday 12<sup>th</sup> September 2010

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

To be re-scheduled later in the year

## 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 16<sup>th</sup> September** for the next Natter & Noggin

### P & H Novice 12 Car

Friday 24<sup>th</sup> September

Round 1 of the 2010 / 2011 12 Car Championship

Honing Village Hall

### Diary Dates

Sunday 12<sup>th</sup> September  
Trial – Summer Series Round 6  
– Lyng - **POSTPONED**

Thursday 16<sup>th</sup> September  
Club night at the Ugly Bug Inn, Colton

Friday 24<sup>th</sup> September  
12 Car Round 1 – P & H Novice  
– Honing

Wednesday 6<sup>th</sup> October  
Management Meeting at the Ugly Bug Inn, Colton

Thursday 21<sup>st</sup> October  
Club night at the Ugly Bug Inn, Colton

Friday 29<sup>th</sup> October  
12 Car Round 2 – Chairman's - Wetheringsett

Wednesday 2<sup>nd</sup> November  
Management Meeting at the Ugly Bug Inn, Colton

Thursday 17<sup>th</sup> November  
Club night at the Ugly Bug Inn, Colton

Friday 26<sup>th</sup> November  
12 Car Round 3

### Marshalling

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

Friday 24<sup>th</sup> September  
12 Car Round 1 – P & H Novice  
– Honing

Saturday 25<sup>th</sup> September  
Hutton Kitchen Woodbridge Stages – MOD Woodbridge

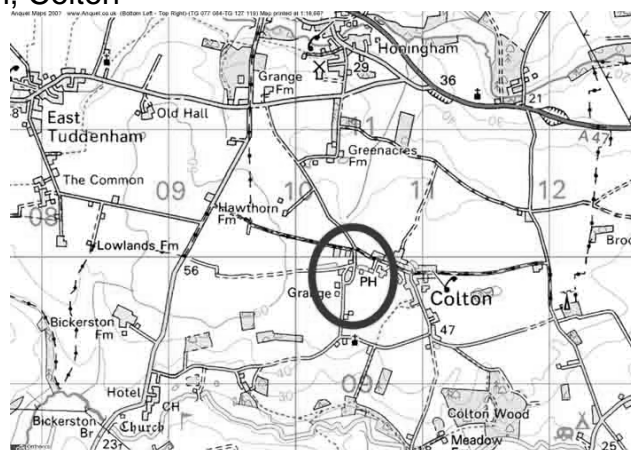
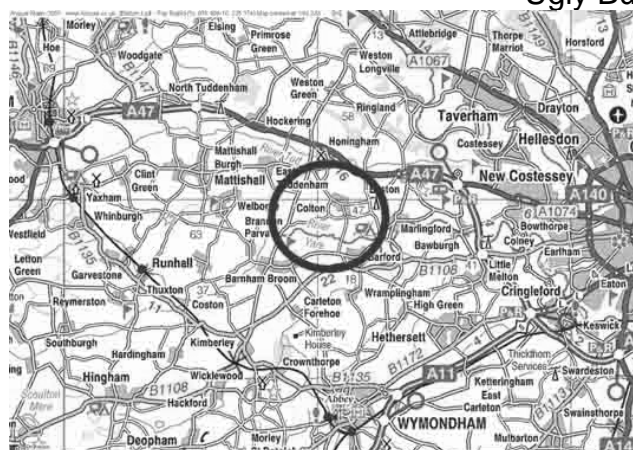
Friday 29<sup>th</sup> October  
12 Car Round 2

Saturday 30<sup>th</sup> October  
EACS Endurance Road Rally – MOD Woodbridge

Sunday 7<sup>th</sup> November  
Lynn Charity Stages – MOD Sculthorpe

Friday 26<sup>th</sup> November  
12 Car Round 3

### Ugly Bug Inn, Colton



## Editorial Chair

Martin Newson

Christine and I have just returned from our summer holidays in the Lake District, well as normal this is not the full story.

Most people simply book a hotel, drive to the lakes walk around a bit and come home. However we did not just do that. It all started on Saturday 21<sup>st</sup> when we started our travels but instead of driving north we went west, towards Wales with the rally car in tow. The plan is/was to leave the rally car, tyres etc in Wales ready for the bank holiday rally over the Epynt army ranges.

As it is quite a long drive to Wales. Clive and Linda (our friends) said we could stay over night and continue the drive on to the lakes on Sunday. As Clive and Linda were out on Saturday night we took the opportunity to visit our friend Rob who had a car accident 11 years ago who will never be the same again but I am sure he knows we are there for him. We also saw his mum and had a chat with her before returning to our overnight accommodation.

We only had a few minor hold ups on the way to the lakes, which does not change much from year to year just the driving standards of the holiday makers' gets worse. Christine and I had a very good week, and it would seem we were very lucky to miss most of the rain as in other parts of the country where experiencing.

For a change it was nice and sunny. With the holiday over before we knew it, the time had

came to drive back to Wales for the Mewla Rally based in Buith Wells. The normal rally weekend format soon started to take shape with the recce and scutineering taking place on Saturday at the show ground.

It did not looked as if it was going to be a nice day as the dawn came up, but it did not last. Christine and Adrian were already set-up ready for service as we left the show ground, the closer we got to the service area the worse the weather got with the rain coming down quite hard at times. Some left for the stages on dry or intermediate tyres our inspired choice was wets as it did not look as if the weather would get any better in the near future. We were right for once it did really tip it down for quite some time which made the stages very dangerous as some soon found out. I must admit I was driving as if we had a tray of eggs on my lap the roads were very slippery, in the first 20 miles of stages 15 cars were out of the event mainly because of accidents. We survived so perhaps my approach was the best one.

In the service area it stopped raining, until we arrived for our service and it started again every time as I got out of the car. The car stayed on the wet tyres until stage 7 out of 8, I then felt we could throw the car around with more confidence. It was not all plain sailing on stage 5 we got caught up with Conner Flynn, with 30 second starts he caught us after 9-10 miles of the 11 mile

stage I moved out of the way at the fourways junction there was plenty of room. I think he must have hit the throttle to early and slid in to the left-hand front wing of the car damaging it and tearing off the new front bumper (what a sh— nuisance). As you might guess we lost a minute or two here.

Stage 6 started well but after a mile or so the car cut out and stopped, what were we going to do I know if all else fails turn off the master switch and try again and it worked, time loss 2 minutes. But we were still in the rally. We finished 60<sup>th</sup> overall first in a small class of one.

Even with our problems the finish was enough to secure another A5 class championship win this year. As for next year we will see, I know I would like to continue rallying in 2011 if possible.

2011 SCCON Golden Anniversary Year.

The plans are now started to take shape with a number of events being planned.

One such event will involve getting together 60 cars one for each year of the car club. Details will be released as soon as possible, but should you want your car to be considered please contact me to start with and I will forward the list. Please give me your name, car and year of registration.

Email details to  
cjnewson32@yahoo.co.uk

### Chairman's 12 Car

Friday 29<sup>th</sup> October

**A Newson-Henchoz Collaboration**



Spot the Difference



## 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 60<sup>th</sup> 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  
60<sup>TH</sup> 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](mailto: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](mailto: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](mailto:cjnewson32@yahoo.co.uk)**

## Road Rallying August Round Up

### Morecambe Rally – 14<sup>th</sup> / 15<sup>th</sup> August

Back up north for another go at the Trough of Bowland (maps 97, 98, 102 & 103) and a new CoC's second event of the year (his previous effort was the Lonsdale Belt on which Hugh & Brian Cammack finished 7<sup>th</sup> o/a and his efforts were very well received). The car has been treated to a replacement battery and the tendency to stall at junctions and controls appears to have been cured (it has also been snipped – the cut out problem on the 061 was due to a Rover safety feature that switches off the fuel pump in the event of an accident – full steam ahead down a Derbyshire white was enough to convince the 'brain' that the car was having an accident). Saturday morning and an early start but the team was one short of a full set when I turned up at Hugh's – half an hour later a rather sheepish, dishevelled and grass stained Hugh hobbled into view - an early morning horse ride had ended in tears. Not a good start to the weekend, dosed up with pain killers we made it to the start. Scrutineering was a very relaxed affair although we had a small issue with the 'new' battery as the +ve terminal needed insulating (bit of tape soon fixed that) – more about the battery later! Event was advertised as pre-plot and we were handed an envelope at signing-on with the comment 'everything you need is in the envelope'. Back to the car and the next worry, something didn't look right under the car and it wasn't – the sump guard was one bolt short of a full set – bit of a worry here as the event has a reputation for being one of the rougher in the ANCC area.

Inside the envelope, one A4 sheet of give ways, one A4 sheet of quiets, black spots and re-join

controls, one A4 sheet of NAM diagrams, two A4 sheets of NAM farm yards, one 1:25000 black and white map section and one A5 sheet of PC locations (I didn't realise that I had the PC sheet until much later in the evening!), two time cards and two rally plates. Nowhere in the paperwork were there any clues as to what to do with all this information so I settled down to put it onto the maps. I have to admit that the give ways started off looking as though they defined the route, but then they didn't. There was also a confusing final give way that seemed to require a second use of a cross roads (one or two events use crossroads twice if it's TR both times) but this turned out to be an error. After a visit from the CoC to clarify a couple of points the information was enough and the route was on the map. Although it wasn't until I compared maps with another navigator that I realised I was missing the crucial PC information, a root around in the envelope found the missing sheet. Now time for the briefing and the resolution of a couple of errors in the plots and all was clear.

With the route on the map it was time to be puzzled by the time cards, I have to admit I still haven't quite sorted them out. First of all there were only 17 controls, which is not many for a 120 mile route. As it turned out there were only about 80 competitive miles once the link between petrol and MTC2 had been removed. Start and finish at the Punch Bowl in Low Bentham. The route started on map 97 then ran down onto 102 to petrol at Forton Services on the M6, a relaxed run back onto 97 to within a mile of Low Bentham for the start of the second half, onto 98 then a loop down onto 103 and back onto 98 to finish off on 97. The controls for the first couple of sections went MTC1 (pub car park) to IRTC1s (4 mins), TC2 (4

mins), RTC3 (4 mins). Three manned passage checks ensured that most crews dropped seconds on the first section (fastest car 1 on 0:10 with us 0:28) but the run to TC2 was non-competitive and then back to competitive to RTC3. Not sure whether this was due to inexperience or an attempt to do something clever; but I've never done a road rally with a TC between an IRTC and an RTC – I would have expected NTC, IRTCs, RTC, TC or NTC, IRTCs, IRTC, RTC. It didn't really make any difference but it did confuse me enough to screw up the departure from RTC3. The section from TC2 started off on a bridleway through a very slippery grass field and then Hugh's highlight of the night as we followed the NAM diagram through Curwen Hall Farm (including a run through a barn full of cows!). Another subtle difference was that the location of most of the route checks were not given, again it took a little while for me to work out that their locations were fairly obvious, the first one caused a problem for car 1 as they missed it on the exit from the farm.

Into RTC3 clean but already well into our next minute, still not up to speed I'd missed the fact that the position of RTC3 was marked on the 1:25000 hand out. We steamed into RTC3 and amused the marshal by stopping in such a way that it was impossible to make the slot onto the white (mainly because I hadn't mentioned this rather important fact to Hugh - in fact the map section was still buried under two maps and a clip board!). For anyone interested this section went across Whit Moor (map 97) from east to west (starting from the B of Backsbottom Fm and finishing on the yellow near the Wind Farm on Caton Moor via another farm yard and barn at Manor Ho. Yes, there is no road (not even a footpath) on the 1:50000 map but there is

definitely a track! Briefing we'd been told that there was a steep up bit on this section and it needed to be tackled with 'gusto', stopping at the bottom and trying it in first gear was not an option! Again everyone dropped time on this section – fastest car 1 on 01:10 with us on 02:37.

More puzzling control notation to MTC2 via petrol - RTC3, IRTC4s, NTC5, IRTC6s, NTC7, RTC8, IRTC9s, MTC2. NTC5 to IRTC6s and a hint that our luck may have been on the turn – coming out of Crossgill village the call was 'open 90R over bridge' – closer examination of the map showed that the correct call should have been 'slot R over bridge' as there was a tempting well tarmaced track to a farm to entice the unwary. Quickly realised the mistake and probably dropped 30 seconds reversing out (not quite in the same league as car 13 who joined us as we recovered as they must have got as far as the farm before realising the error of their ways). More bad luck you may think, but the wrong slot cost us 10 seconds (all the top boys cleaned this section) but I'm certain that if we hadn't had the wrong slot then I'd have booked in early! Onto map 102 for the section between NTC7 and RTC8 across Hawthorthwaite Fell and a 5 minute wait at RTC8 for our minute, bizarre. One more section to petrol and another strange one: 19 minute section crisscrossing the M6 and west coast railway using the maze of yellows to the north east of Garstang. This section contained the only really serious error in the navigation, PCF plotted on a 90L and obviously was intended as a pointer to a NAM route over the

railway and M6 (Woodacre Hall in GS5046). Arrived at the bend to find an access round filled with spectator cars but blocked by a locked gate, we could see and hear cars on the other side of the gate but the way in was not at all obvious. After a minute or so of driving round Hugh spotted an arrow which took us through a factory into a field and some more arrows, we eventually found PCF at the end of the white approx 1km off plot. Into IRTC9s with a couple of minutes to spare: even more bizarre.

Petrol and even though I'd warned Hugh that we had a long run to MTC2 he returned to the car with a large cup of coffee. Well that was a jolly experience juggling a cup of coffee, potti and two maps on the trip back towards the start. Short regularity through another farm and a longish white to start off the second half (Car 5 & 10 clean with us on 0:30) followed by a long run into TC11 (via 98 and 103) wiggly bits to the east of Ingleton and the featureless but very fast moors of Clapham Common. Clean at TC11 and a 10 minute wait at NTC12 for the section everyone had been looking forward to. The CoC must have friends in high places as he had gained access to Gisburn Forest (near Stocks Reservoir) for a 4½ mile run through the trees. Hugh was under strict orders to 'take it steady' as he has a habit of getting carried away in the trees. The tracks were awesome and the route well arrowed and we arrived at IRTC13s after a steady but enjoyable run (car 4 fastest on 02:30 with us on 03:09).

One more section to go and things were looking good for a finish. Long wait at NTC14 for our minute

but when Hugh turned the key everything went dark – absolutely nothing. What was all this about our luck changing? After 10 minutes of tinkering under the bonnet the fault was diagnosed as a mis-match between the new battery terminal and the old battery connector which had worked loose and the last turn of the key had been the final straw. The lights came back on and all was well and we slotted into the queue. The final section started off on 103 ran over Lythe Fell back onto 98 and then onto 97 to finish off with a run along the road where the clutch went on the Memorial to the final control just south of the pub car park. 23 minute section taking in two manned passage checks and that was it (although I think the calculator used to work out the mileage may have had a bit of a senior moment). Marshals were a bit thin on the ground and one of the passage checks was missing with the marshals on the final control a tad on the inexperienced side. We arrived at the final control just behind car 22 and I'm fairly certain we picked up an extra minute penalty but I was just glad to get to the end and as it turned out the extra minute made no difference to our final result.

We ended up 5<sup>th</sup> o/a on 7:54 with the winners on 5:23. Strange event, timing seemed a bit iffy but the roads available well compensate for any organising glitches – the run through Gisburn Forest was well worth the trip if nothing else.





## 2010 Summer Series Championship

*Fifth round has been and gone – report and results elsewhere*

*The sixth round at Lyng has been **POSTPONED***

*It will be re-scheduled*

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

Cadders Hill (Round 6)



## Summer Series Round 5

Results:

Car	Driver	Class	Total	o/a	Class
5	Rob Kitchen	FWD	626	1	FTD
8	Jonathan Stimpson	FWD	626	2	1
9	Mark Banham	RWD	644	3	1
7	Graeme Aldridge	FWD	651	4	2
11	Richard Nel	RWD	670	5	2
14	Trevor Addison	RWD	673	6	3
6	Claudia Aldridge	FWD	687	7	3
3	John Plant	FWD	692	8	4
4	Julian Riley	FWD	693	9	5
1	Rob Henchoz	RWD	695	10	4
13	Garth Collier	FWD	698	11	6
15	Alan Sampson	RWD	705	12	5
2	Emma Henchoz	RWD	746	13	6
10	David Leckie	FWD	828	14	7
12	Alexandra Nel	RWD	881	15	7

On the day 1<sup>st</sup> o/a went to Rob after a comparison of his and Jonathan's times on the tests showed that he was quicker on 3, with Jonathan quicker on 2 and one tie. For Championship points allocation the tie stood (coordinator's decision).

Championship Positions after 5 rounds (Top 18):

o/a	Driver	1	2	3	4	5	Total
1	Jonathan Stimpson	14	12½	19		19½	65
2	Rob Kitchen		12½	17	13	19½	62
3	Gary White			22	16		38
4=	Graeme Aldridge			12	8	15	35
	Mark Banham				19	16	
6	Rob Dominy		7½	15	12		34½
7	Trevor Addison			10	11	13	34
8	Adrian White			16	14		30
9	Amy Henchoz			5½	9	15	29½
10	Dan Hilton		9		19		28
11	Garth Collier		5	7	6	8	26
12	Rob Henchoz			5½	9	9	23½
13	David Leckie	11			7	5	23
14	Tom Leckie	15			7		22
15	Gordon Wellbelove		7½	13			20½
16	Peter Riddle	9	9				18
17=	Chris Eglington			14			14
	Richard Nel					14	

## Summer Series Round 4

Mark Banham

It was a late decision to head over to Snetterton to enter the PCA. About 5pm that evening! It was a late decision on the choice of car too, Fiat 500 or Elise. As the evening was dry, and on tarmac, the Elise was the weapon of choice. Things had already kicked off when I got there, so I found Bernie in Tyrells and proceeded to sign-on. I had to find a navigator right quick and was pointed towards Dan Hilton. Dan is a newish SCCoN member with lots of enthusiasm and he jumped at the chance.

Off to Test 1, the skip pan. This was a two lap blast round the oval, in reverse to the last visit here. A bit of power-on oversteer and grass cutting netted a time of 66 seconds, but clipping a cone cost 5 seconds ☹️ But Dan was still smiling, as it was quickest.

Test 2 was in the area by the scrutineering bay. A twisty test with some quite tight manoeuvres. So tight we forgot which way we were going and had to retrace our steps. This cost us a load of time

and we were way behind everybody else.

Back to test 1. No cone contact this time but no change on the time, still 66 seconds. A second ahead of Chris Cockrell. Should have been quicker. Although it was still quickest. Dan was still smiling.

The second run at test 2 went a whole lot better, setting an equal fastest time of 47 seconds, equal with Adrian White, Gary White and Rob Kitchen. Good stuff.

On the third and final run at test 3 I tried to be clean and tidy. This paid off, as I set a time of 64 seconds, 3 seconds quicker than the joint second placed drivers Adrian and Chris. The test felt really good.

The third run at test 2 was well slow. I tried too hard and the car kept running wide. Only a time of 48 seconds was set here. Fastest times were set by Gary & Rob with a quick 46.

This meant it was all to play for on the final test. This was due to be run as test 3 behind the pit garages, but due to race teams still in there after a test day it couldn't run. This meant test 3 was set in the scrutineering area after everybody had completed test 2. With a Snetterton curfew of 8 O'clock there was to be one run, in a do or die effort. Everybody pushed hard, but Rob came out on top with a 37. I tied with Adrian & Gary on a 38. Dan was still smiling.

Dan & I waited for the results with excitement. It got to the top 3. In third was Adrian on 269, Gary got 267 and I scored 263. Brilliant, what a result 😊 Last to enter, but came out on top. Thanks to Dan for jumping in the hot seat, I think you enjoyed it. Thank you to the organisers and to all the marshals, it couldn't run without you.

Next is the grass PCA, again at Snetterton, on 22<sup>nd</sup> August. See you there.

Mark B.

## Summer Series Round 5

Mark Banham

Back to Snetterton again. This time on grass. The very smooth overflow car parks were to be the test ground this time. This was a huge area of grass usually reserved for parking BTCC and Superbike spectators. This enabled 3 long tests to be run in the field at the same time. Dave Leckie and myself were both short of navigators so we decided to navigate for each other. Dave was in the old faithful black Nova, while I chose to return in the Elise after the promise of smooth grass.

15 entrants started off on the

sunny Sunday morning, to the whine of 2CV's doing their 24 hour race on the race circuit. The tests were widely different with different tricky moves on each. In the morning there was three runs at each of the three tests.

Dave decided to go first, so I jumped into the navigators seat.

Off we went on test 1: a slalom up one side, through 2 long narrow row of cones, a slalom down the other side and then drive into a garage and reverse out and

immediately reverse into an adjacent garage, then forward to the stop line. Sounds simple. And it was, until Dave's third run and on the second slalom Dave had a bit of a moment, getting a tank-slapper on and spinning out towards the fence. We abandoned that run! Up until that point I had only worn a lap belt. Now it was full harnesses.

Test 2 started with driving into a garage reversing round, then driving round some tight cones in a cloverleaf shape, then back to

another garage and reversing out, turning round and into the finish. Dave didn't start too well and hit a cone after some over exuberance going into a garage. His second 2 runs were better, getting 5 seconds quicker on the final run.

Off to test 3: a flowing forward only test in the shape of a bone. Dave had some good runs, getting quicker on each with 27, 26 & 25.

My turn next. It had been pretty hot in Dave's car as the windows don't go down, now it was time for some open air motoring 😊

Test 1 wasn't brilliant, as the garage was a nightmare to do as I could fling the front round like in a front wheel drive car. I had to take a much wider arc to get round. The first attempt was rubbish and I had to have a shunt to get in. The second and third attempts were better but not very quick, 74 & 70. Rob Kitchen (Pug205) set the pace here with a 66.

On to test 2. A slow start but two good times help move up the order a little. This test wasn't too bad for the Elise, but remembering to drop the clutch while handbraking on the tighter bits would have helped! Times of 62, 61 & 56 weren't too bad, considering the quickest time was Rob Henchoz with a 55 in the Volvo.

Test 3 was much better, and really suited the RWD Elise. I was able to drift and slide my way round the flowing course. I did a 25 and two

24's. 24 was the quickest time, also set by Jonathan Stimpson (Pug 205), John Plant (VW Polo) and Richard Nel (Westfield)

Time for lunch, and fighting the wasps for my sandwich. At lunch I was 6<sup>th</sup> on 309, Dave was 12<sup>th</sup> on 342. Rob was leading on 297, with Jonathon just 1 second behind.

In the afternoon all the tests were reversed, and moved over to some new grass to clear the ruts. Test 4 went ok with no drama. Then we moved to do test 5 as there was no queue. All was going really well until the sound of grouching metal brought us to a halt on a reverse flick. One of the Nova's CV joints had let go ☹️ Gutting for Dave.

We got towed back to the start and thought how we were going to get Dave back to Horsford. But there were more pressing things, like me needing to have a go. We abandoned the Nova and hopped back into the Lotus.

Test 4 was fine apart from the garages again, a real time loser. Dave gave me a motivational talk and wanted improvement on every run. This kind of worked, with a 74, 73 & 76. Quickest were Jonathon and Rob, with blinding 68's. Not brilliant.

Test 5 was pretty good with a great technique for turning round for the garages. And reasonable times too, 60, 58 & 59. Again, the speech kind of worked, but not 100%. Quickest was Rob with a

57, so not too far off the pace. While we were waiting for our final run we were horrified to see Rob Henchoz have a bit of a major mishap in the Volvo. Fortunately both Rob and Amy were ok, but Rob's pride and joy will need a bit of TLC.

Test 6 was the best of the day for me. The cones had been widened from test 3 allowing a bit more room. It was sideways everywhere, drifting the whole test. Brilliant, great fun. I did two 36's and a 35. Rob & Jonathon were both behind on 37's 😊

And that was that. While we waited for the results I rang the AA and managed to get them to take Dave home with my membership card. Being Sunday afternoon however, it was going to take a while for them to get there. The results were announced. I finished a pleasing third, 18 seconds behind the top two. Both were on the same winning time, but Rob was given the win over Jonathon due to more top times.

A brilliant day was had by all (most). Thanks to Howard and Dave for organising, and to Dan (sorry I couldn't give you a ride this time) and Mike for marshalling.

The recovery truck turned up after 5, so poor Dave had a late ride home. Thanks for navigating though.

Mark B

As Silver Surfers know, sometimes we have trouble with our computers. I had a problem yesterday, so I called Eric, the 11 year old next door, whose bedroom looks like Mission Control and asked him to come over. Eric clicked a couple of buttons and solved the problem.

As he was walking away, I called after him, 'So, what was wrong?

He replied, 'It was an ID ten T error.

'I didn't want to appear stupid, but nonetheless inquired,' An, ID ten T error? What's that? In case I need to fix it again.'

Eric grinned...'Haven't you ever heard of an ID ten T error before?

'No,' I replied.

'Write it down,' he said, 'and I think you'll figure it out.'

So I wrote down: ID10T

I used to like Eric, the little tinker. ...

## 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 8<sup>th</sup> September and close on Friday 17<sup>th</sup> September)***

***Entries will be acknowledged by email or post***

<b><i>Date</i></b>	<b><i>Event</i></b>	<b><i>Venue</i></b>	<b><i>Maps</i></b>	<b><i>Organiser</i></b>
<b><i>Friday 24<sup>th</sup> September</i></b>	<b><i>P &amp; H Novice</i></b>	<b><i>Honing Village Hall</i></b>	<b><i>133</i></b>	<b><i>David Leckie</i></b>
<b><i>Friday 29<sup>th</sup> October</i></b>	<b><i>Chairman's</i></b>	<b><i>Wetheringsett</i></b>	<b><i>156</i></b>	<b><i>Martin &amp; Christine Newson Rob Henchoz</i></b>
<b><i>Friday 26<sup>th</sup> November</i></b>	<b><i>Plandescil</i></b>	<b><i>tbc</i></b>	<b><i>tbc</i></b>	<b><i>Julian &amp; Sara Riley</i></b>
<b><i>Friday 28<sup>th</sup> January</i></b>	<b><i>tbc</i></b>	<b><i>tbc</i></b>	<b><i>tbc</i></b>	<b><i>Peter Riddle</i></b>
<b><i>Friday 25<sup>th</sup> February</i></b>	<b><i>Your Ideal Shop</i></b>	<b><i>tbc</i></b>	<b><i>tbc</i></b>	<b><i>Howard Joynt &amp; Bernie Fox</i></b>
<b><i>Friday 25<sup>th</sup> March</i></b>	<b><i>Lyng Garage</i></b>	<b><i>Lyng</i></b>	<b><i>Tbc</i></b>	<b><i>Ian Doble &amp; Chris More</i></b>

***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***



Miscellaneous



**CHELMSFORD MOTOR CLUB**  
is proud to announce the  
**EACS ENDURANCE ROAD RALLY**  
**30<sup>th</sup> OCTOBER 2010**



## THE ESSEX TOUR

Vintage & Classic Car Run

3<sup>rd</sup> 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](mailto: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](http://www.chelmsfordmc.co.uk)



## Chelmsford Motor Club

**HUTTON  
KITCHENS**

**Woodbridge Stages**

Saturday 25th September 2010

MOD Woodbridge  
Near Ipswich, Suffolk

**ROVER  
CENTRE**

## Woodbridge Gymkana

Sunday 17<sup>th</sup> October 2010

MOD Woodbridge  
Near Ipswich, Suffolk



# REIS

## MSA ASPHALT RALLY CHAMPIONSHIP

Eventsigns Mewla Rally – 29<sup>th</sup> August

### COLE – ‘IT’S MINE!’...



Second place on the **Eventsigns Mewla Rally** but, more importantly, maximum Championship points were enough to confirm **Damian Cole** and co-driver **Craig Drew** as 2010 REIS MSA Asphalt Rally Champions at the weekend. Although there are still two rounds left to run, the Herefordshire crew's fifth maximum score of the season put the destination of the title beyond doubt but, as is so often the case, the end result does not tell the whole story...

For much of the day on the Epynt Military Ranges in the Brecon Beacons, Cole/Drew were trailing **Peter Lloyd/Graham Handley** in their Subaru Impreza S14. After an incorrect tyre choice for the first couple of stages, Cole found himself just over half a minute behind Lloyd at the halfway point and it was then that the fightback started! Intermittent rain showers made the going treacherous for everyone but, be that as it may, fastest times from Cole on both the fifth and sixth stages began eating into Lloyd's lead. However, on SS7, it so nearly came to nought when a momentary lapse, caused by a light on the Focus WRC's dashboard coming on, saw the car leave the road whilst flat in 6<sup>th</sup> gear. There was remarkably little damage, apart from a chunk out of one of the car's rear wheels. 'Lady Luck' was shining on them and the tyre remained inflated, but a minute had been lost before they had regained their composure and were on their way again.

Arriving at the start of the final stage down in 3<sup>rd</sup> place, well over a minute behind the leader, Cole could hardly believe it when news filtered through that Lloyd's Subaru had had a problem and had slid off the road into a ditch, from where there was no escape. So, Cole and Drew arrived back at the finish of the rally at the Royal Welsh Showground in Builth Wells to claim 2<sup>nd</sup> overall, the MSA Asphalt Championship and the 'Kings of Epynt' title – not a bad day's work, by anybody's standards!



Lloyd/Handley were left to rue what might have been while another excellent drive from **Simon Mauger** in his Ford Escort MkII was rewarded with 3<sup>rd</sup> overall, keeping alive his hopes of taking the runner-up spot in the MSA Asphalt Rally Championship. The only person who could deprive him of it now is **John Stone** (Skoda Fabia WRC) who was absent on this occasion.

2009 BTRDA Asphalt Rally Series champions **Adrian Spencer/Mark Hewitt** continued the development programme with their new Subaru Impreza and will be well-pleased with a 10<sup>th</sup> place finish, while former BTRDA Series front-runners **Gary Le Coadou/Paul Hollingham** brought their newly-built Toyota Corolla WRC to a Championship round for the first time. Not really knowing what to expect from the car at this level, their hard work saw them take a class win and Gary was awarded the John Horton Motorsport Management 'Star Drive' salver at the Awards Presentation for the event.

**Richard Clews/Barry James** took maximum Championship class points in their Ford Fiesta, finishing a couple of places ahead of the amazing 1300BDA Escort of **Graham Muter/Steve Hallmark**. Top B11 scorers were **Geoff Glover/Bob Brown** in their RWD Astra, with the Peugeot 205 of **Tim Daltry/Paul Ohren-Bird** keeping a close eye on them throughout the day.

**Chris Rice** earned some all-important points in N4 in his Impreza, especially as the similar car of his main rivals, **Chris Daykin/Dan Megannity**, ended its rally in a ditch on SS5. The Honda Civic of **Phil Merrills/William Kelly** and the returning **Chris Gravestock/Mark Harmer** (Peugeot 106) both survived the rigours of Epynt, while **Martin Newson/Peter Morris** also managed to coax their MG ZR to the finish after a drama late in the day. As it had attempted to pass them near a chicane, another car had made contact with the MG, dislodging the front bumper in the process. The whole thing had then detached itself and become wedged under the front of the car. Martin & Peter completed the stage but, having only recently bought the bumper, the thought of having to shell out another £400 to replace it again did not sit too well with them!

If **Alison Lock** was expecting an untroubled run over the Ranges in her Mini, she was to be disappointed as well! The car's exhaust broke below the manifold, making for slow and extremely noisy progress until it could be fixed at service on Mabion Way. However, at least she finished the event, which is more than can be said for some!...

**Simon Hunter**, who was sitting in **John Indri's** Darrian, was in for a short rally. Pre-event dramas had cast doubts on their participation at all but, having sorted all those out, the car's clutch began to slip on the opening stage and the pair were on their way home shortly afterwards.

**Jim Sharp/Amy Mackinnon's** long trip down from the north ended abruptly when their Mitsubishi Lancer EVO9's front diff. failed on SS2, the same stage that claimed the Astra of **James Martin/Dylan James**, reportedly with a broken driveshaft. The Subaru Impreza of **Steve Cressey/Sam Collis** didn't get much further and **Mike Perkin's** Ford Puma disappeared shortly after halfway.

**Tim Seipel/Martin Hagggett** suffered the indignity of a seized engine in their MG ZR on SS6 and **Ian Copping/Dave Rowley** registered a rare DNF when their Fiesta RWD's gearbox packed the fiddle on then opening stage.

The REIS MSA Asphalt Rally Championship moves on to Caerwent for the Patriot Stages on Sunday 26<sup>th</sup> September and, although the overall title has now been claimed, there is still plenty of unfinished business that needs to be concluded by the time the series reaches its final on the Otterburn Ranges on 10<sup>th</sup> October.

For further details of the REIS MSA Asphalt Rally Championship, contact the Co-ordinator :

Andrew Hail – Tel : 0121 313 1416/E-mail : [andrew.hail@btconnect.com](mailto:andrew.hail@btconnect.com)

OR

Visit the website : [www.asphaltrallying.com](http://www.asphaltrallying.com)





## THE RICHARD EGGER INSURANCE MSA ASPHALT RALLY CHAMPIONSHIP incorporating the BTRDA Challenge

- Round 1 - Tour of Epynt
- Round 2 - Manx Telecom Rally
- Round 3 - Jim Clark National Rally
- Round 4 - Rally of the Midlands
- Round 5 - ALMC Stages
- Round 6 - Tyneside Stages
- Round 7 - Mewa National Rally
- Round 8 - Patriot Stages Rally
- Round 9 - Cheviot Keith Knox Rally

### Overall Drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Damian Cole	39 Hereford	Ford Focus WRC 05	0	25	25	25	25	-	25	125
2	Simon Mauger	41 Bicester	Ford Escort Mk 2	20	-	22	20	22	25	22	111 *
3	John Stone	46 Blackburn	Skoda Fabia WRC	18	22	20	22	0	22	-	104
4	Jim Sharp	47 Ardwell	Mitsubishi Evo 9	0	15	18	16	-	17	0	66
5	Graham Muter	Audlem	Ford Escort	7	14	-	15	-	11	17	64
6	James Martin	30 Aberystwyth	Vauxhall Astra	13	-	14	17	-	15	0	59
7	Roger Donnan	Stranraer	Ford Puma	-	17	16	18	0	-	-	51
8	Richard Clews	35 Coventry	Ford Fiesta	6	-	13	-	-	14	18	51
9	Michael Glendinning	38 Ryton	Ford Escort Mk 2	11	-	19	-	-	20	-	50
10	Craig Jose	32 Truro	Peugeot 205	0	-	12	14	-	10	14	50
11	Chris Rice	29 Amberley	Subaru Impreza	0	16	0	-	18	-	13	47
12	Geoff Glover	52 Middlesbrough	Vauxhall Astra RW	8	0	-	10	-	13	16	47
13	Steve Cressey	49 Chesterfield	Subaru ST	10	-	17	0	-	19	0	46
14	Tim Daltry	Higham Ferrers	Peugeot 205 Gti	0	-	9	9	-	12	15	45
15	David Hardie	49 Dumfries	Subaru Impreza	14	0	10	-	20	-	-	44
16	Steve Leonard	24 Jersey	Ford Escort MkII	9	-	15	19	-	-	-	43
17	Dave Price	Presteigne	Ford Escort Mk 6	1	19	-	0	19	-	-	39
18	Mark Jasper	Stafford	Hyundai Accent WR	17	20	0	-	0	0	-	37
19	Chris Marshall	Wigan	Mitsubishi Lancer	15	18	-	0	-	0	-	33
20	Christopher Daykin	41 Kings Lynn	Subaru Impreza	-	13	7	0	-	9	0	29
21	Phillip Merrills	Bolton	Honda Civic Type	4	-	11	-	-	0	12	27
22	Peter Lloyd	51 Bridgend	Subaru Impreza S1	25	-	-	0	-	-	0	25
23	Chris Gravestock	46 Detling	Peugeot 106	-	-	-	13	-	-	11	24
24	Martin Newson	54 Beccles	MG ZR	2	-	5	-	-	7	10	24
25	Ian Copping	Cranbrook	Ford Fiesta RWD	-	-	3	12	-	8	0	23
26	Steve Simpson	46 Manchester	Subaru Impreza S1	22	-	-	-	-	-	-	22
27	Adrian Spencer	57 Manchester	Subaru Impreza	-	-	-	-	-	0	20	20
28=	Gary Le Coadou	51 Broadway	Toyota Corolla WR	-	-	-	-	-	-	19	19
28=	Andrew Fenwick	44 Birtley	Subaru Impreza WR	19	-	0	-	-	-	-	19
30	Andy Davison	26 Northallerton	BMW M3 Coupe	-	-	0	-	-	18	-	18
31	Roland Jones	43 Stroud	MG ZR	-	12	6	-	-	-	-	18
32=	Tim Seipel	44 Stafford	MG ZR	-	-	-	0	-	16	0	16
32=	George Mackey	49 Haydon Bridge	Mitsubishi Evo 6	16	-	0	-	-	0	-	16
34	Steve Webb	35 Guildford	Ford Fiesta ST	3	-	-	11	-	-	-	14
35	Martin Murray	53 Glasgow	Peugeot 205 GTI	5	-	8	-	-	0	-	13
36	Mike Perkin	46 Tavistock	Ford Puma	12	-	-	0	-	-	0	12
37	Lewis Roper	26 Ely	Nissan Micra	-	-	4	8	-	-	-	12
38	Alison Lock	43 Chard	Austin Mini Coope	0	-	-	-	-	-	9	9

### Overall Co-drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Craig Drew	27 Bream	Ford Focus WRC05	0	25	25	25	25	-	25	125
2	Lee Carter	53 Tamworth	Skoda Fabia WRC	18	22	20	22	-	-	14	96
3	Ashley Trimble	50 Laxey	Ford Focus STI	0	-	22	0	22	25	-	69
4	Steve Hallmark	48 Congleton	Ford Escort	8	14	-	15	-	12	18	67
5	Amy MacKinnon	25 Alva	Mitsubishi Evo 9	0	15	18	16	-	17	0	66
6	Barry James	60 Lichfield	Ford Fiesta	7	-	13	-	-	15	19	54
7	Andrew Roughead	24 Newcastle upon Tyne	Ford Escort Mk 2	12	-	19	-	-	22	-	53
8	Nigel Hewett	37 Ivybridge	Peugeot 205	0	-	12	14	-	11	15	52
9	Chris Davies	19 Giffach Goch	Ford Puma	-	17	16	18	-	-	-	51
10	Paul Ohren-Bird	47 Northampton	Peugeot 205	0	-	9	10	-	13	16	48
11	Sam Collis	23 Chesterfield	Subaru STi	11	-	17	0	-	19	0	47
12	John McCulloch	55 Newton Stewart	Subaru Impreza	15	0	10	-	20	-	-	45
13	Dylan James	22 Aberystwyth	Vauxhall Astra	14	-	14	17	-	-	0	45
14	Sion Humphreys	26 Jersey	Ford Escort MkII	10	-	15	19	-	-	-	44

\* best 5 rounds count

Ages shown are at 29-08-2010

Software by Tynemouth Computer Services

Results by North East Rally Services

Issued at 18:50 GMT on 29 August 2010.

Page 1 of 6

## THE RICHARD EGGER INSURANCE MSA ASPHALT RALLY CHAMPIONSHIP incorporating the BTRDA Challenge

15	Mark Mason	50	Gateshead	Ford Escort Mk 6	3	19	-	-	-	20	-	42
16	Bob Brown	60	Brotton	Vauxhall Astra RW	-	0	-	11	-	14	17	42
17	Chris Butcher	23	Quedgeley	Ford Escort Mk 2	20	-	-	20	-	-	-	40
18	Don Whyatt		Dublin	Hyundai Accent WR	17	20	-	-	0	0	-	37
19	Simon Hunter		Chorley	Mitsubishi Lancer	16	18	0	0	-	0	0	34
20	Daniel Megannity	27	Burnley	Subaru Impreza	-	13	7	0	-	10	0	30
21	William Kelly	37	Rathfarnham	Honda Civic Type	5	-	11	-	-	0	13	29
22	Peter Morris	57	Norwich	MG ZR	4	-	6	-	-	8	11	29
23	Graham Handley	64	Wonastow	Subaru Impreza S1	25	-	-	0	-	-	0	25
24	Mark Harmer	53	Kirkby Mallory	Peugeot 106	-	-	-	13	-	-	12	25
25	David Rowley	53	Halesowen	Ford Fiesta RWD	-	-	4	12	-	9	0	25
26=	Mark Hewitt	49	Wigan	Subaru Impreza	-	-	-	-	-	0	22	22
26=	Mark Booth	49	Radcliffe	Subaru Impreza S1	22	-	-	-	-	-	-	22
28	Paul Hollingham	42	Bognor Regis		-	-	-	-	-	-	20	20
29	Lee Tindall	37	Ryton	Subaru Impreza WR	19	-	0	-	-	-	-	19
30	Mike Curry		Lockerbie	BMW M3 Coupe	-	-	0	-	-	18	-	18
31=	Martin Haggett	48	Rugby	MG ZR	-	-	-	0	-	16	0	16
31=	Nick Chapman	50	Winslow	Subaru Impreza	0	16	0	-	-	-	-	16
33	Joe Cruttenden	20	Rochdale	Nissan Micra	-	-	5	9	-	-	-	14
34	Peter Weall	56	Glasgow	Peugeot 205 GTI	6	-	8	-	-	0	-	14
35	Martin Bristow	34	Whimble	Ford Puma	13	-	-	0	-	-	-	13
36	Keith Barker	57	Welling	Vauxhall Astra RW	9	-	-	-	-	-	-	9

### Class N3 Drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Richard Clews	35	Coventry	Ford Fiesta	15	-	15	-	-	15	15	60
2	Phillip Merrills		Bolton	Honda Civic Type	12	-	12	-	-	0	12	36
3	Steve Webb	35	Guildford	Ford Fiesta ST	10	-	-	15	-	-	-	25

### Class N3 Co-drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Barry James	60	Lichfield	Ford Fiesta	15	-	15	-	-	15	15	60
2	William Kelly	37	Rathfarnham	Honda Civic Type	12	-	12	-	-	0	10	34
3	Lee Carter	53	Tamworth	Skoda Fabia WRC	-	-	-	-	-	-	12	12

### Class N4 Drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Chris Rice	29	Amberley	Subaru Impreza	0	15	0	-	15	-	15	45
2	Christopher Daykin	41	Kings Lynn	Subaru Impreza	-	12	15	0	-	15	0	42

### Class N4 Co-drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Daniel Megannity	27	Burnley	Subaru Impreza	-	12	15	0	-	15	0	42
2	Nick Chapman	50	Winslow	Subaru Impreza	0	15	0	-	-	-	-	15

### Class A5 Drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Martin Newson	54	Beccles	MG ZR	15	-	12	-	-	15	15	57
2	Roland Jones	43	Stroud	MG ZR	-	15	15	-	-	-	-	30

### Class A5 Co-drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Peter Morris	57	Norwich	MG ZR	15	-	15	-	-	15	15	60

### Class A6 Drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Roger Donnan		Stranraer	Ford Puma	-	15	15	15	0	-	-	45

### Class A6 Co-drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7	TOTAL	
1	Chris Davies	19	Gilfach Goch	Ford Puma	-	15	15	15	-	-	-	45

\* best 5 rounds count

Ages shown are at 29-08-2010

Software by Tynemouth Computer Services

Results by North East Rally Services

Issued at 18:50 GMT on 29 August 2010.

Page 2 of 6

## THE RICHARD EGGER INSURANCE MSA ASPHALT RALLY CHAMPIONSHIP incorporating the BTRDA Challenge

### Class A8 Drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Damian Cole	39 Hereford	Ford Focus WRC 05	0	15	15	15	15	-	15	75
2	Peter Lloyd	51 Bridgend	Subaru Impreza S1	15	-	-	0	-	-	0	15
3	Steve Simpson	46 Manchester	Subaru Impreza S1	12	-	-	-	-	-	-	12
4	George Mackey	49 Haydon Bridge	Mitsubishi Evo 6	10	-	0	-	-	0	-	10

### Class A8 Co-drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Craig Drew	27 Bream	Ford Focus WRC05	0	15	15	15	15	-	15	75
2	Graham Handley	64 Wonastow	Subaru Impreza S1	15	-	-	0	-	-	0	15
3	Mark Booth	49 Radcliffe	Subaru Impreza S1	12	-	-	-	-	-	-	12

### Class B9 Drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Graham Muter	Audlem	Ford Escort	15	15	-	15	-	15	15	75
2	Alison Lock	43 Chard	Austin Mini Coope	12	-	-	-	-	-	12	24

### Class B9 Co-drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Steve Hallmark	48 Congleton	Ford Escort	15	15	-	15	-	15	15	75

### Class B10 Drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Craig Jose	32 Truro	Peugeot 205	0	-	15	15	-	12	15	57
2	Chris Gravestock	46 Detling	Peugeot 106	-	-	-	12	-	-	12	24
3	Tim Seipel	44 Stafford	MG ZR	-	-	-	0	-	15	0	15

### Class B10 Co-drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Nigel Hewett	37 Ivybridge	Peugeot 205	0	-	15	15	-	12	15	57
2	Mark Harmer	53 Kirkby Mallory	Peugeot 106	-	-	-	12	-	-	12	24
3	Martin Haggett	48 Rugby	MG ZR	-	-	-	0	-	15	0	15

### Class B11 Drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	James Martin	30 Aberystwyth	Vauxhall Astra	15	-	12	12	-	15	0	54
2	Geoff Glover	52 Middlesbrough	Vauxhall Astra RW	8	0	-	9	-	12	15	44
3	Tim Daltry	Higham Ferrers	Peugeot 205 Gti	0	-	10	8	-	10	12	40
4	Steve Leonard	24 Jersey	Ford Escort MkII	9	-	15	15	-	-	-	39
5	Ian Copping	Cranbrook	Ford Fiesta RWD	-	-	8	10	-	9	0	27
6	Martin Murray	53 Glasgow	Peugeot 205 GTI	7	-	9	-	-	0	-	16
7	Mike Perkin	46 Tavistock	Ford Puma	12	-	-	0	-	-	0	12
8	Michael Glendinning	38 Ryton	Ford Escort Mk 2	10	-	-	-	-	-	-	10

### Class B11 Co-drivers

Position	Age		Rounds ...							TOTAL	
			1	2	3	4	5	6	7		
1	Paul Ohren-Bird	47 Northampton	Peugeot 205	0	-	10	8	-	12	12	42
2=	Sion Humphreys	26 Jersey	Ford Escort MkII	9	-	15	15	-	-	-	39
2=	Bob Brown	60 Brotton	Vauxhall Astra RW	-	0	-	9	-	15	15	39
4	Dylan James	22 Aberystwyth	Vauxhall Astra	15	-	12	12	-	-	0	39
5	David Rowley	53 Halesowen	Ford Fiesta RWD	-	-	8	10	-	10	0	28
6	Peter Weall	56 Glasgow	Peugeot 205 GTI	7	-	9	-	-	0	-	16
7	Martin Bristow	34 Whimble	Ford Puma	12	-	-	0	-	-	-	12
8	Andrew Roughead	24 Newcastle upon Tyne	Ford Escort Mk 2	10	-	-	-	-	-	-	10
9	Keith Barker	57 Welling	Vauxhall Astra RW	8	-	-	-	-	-	-	8

\* best 5 rounds count

Ages shown are at 29-08-2010

Software by Tynemouth Computer Services

Results by North East Rally Services

Issued at 18:50 GMT on 29 August 2010.

Page 3 of 6

## THE RICHARD EGGER INSURANCE MSA ASPHALT RALLY CHAMPIONSHIP incorporating the BTRDA Challenge

### Class B12 Drivers

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 Simon Mauger	41 Bicester	Ford Escort Mk 2	15	-	15	15	15	15	15	75 *
2 Dave Price	Presteigne	Ford Escort Mk 6	12	15	-	0	12	-	-	39
3 Andy Davison	26 Northallerton	BMW M3 Coupe	-	-	0	-	-	12	-	12

### Class B12 Co-drivers

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 Ashley Trimble	50 Laxey	Ford Focus STI	-	-	15	0	15	15	-	45
2 Chris Butcher	23 Quedgeley	Ford Escort Mk 2	15	-	-	15	-	-	-	30
3 Mark Mason	50 Gateshead	Ford Escort Mk 6	12	15	-	-	-	-	-	27
4 Mike Curry	Lockerbie	BMW M3 Coupe	-	-	0	-	-	12	-	12

### Class B13 Drivers

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 Jim Sharp	47 Ardwell	Mitsubishi Evo 9	0	10	12	15	-	10	0	47
2 David Hardie	49 Dumfries	Subaru Impreza	10	0	9	-	15	-	-	34
3 Steve Cressey	49 Chesterfield	Subaru ST	9	-	10	0	-	12	0	31
4= Mark Jasper	Stafford	Hyundai Accent WR	15	15	0	-	0	-	-	30
4= Michael Glendinning	38 Ryton	Ford Escort Mk 2	-	-	15	-	-	15	-	30
6 Chris Marshall	Wigan	Mitsubishi Lancer	12	12	-	0	-	0	-	24
7 Adrian Spencer	57 Manchester	Subaru Impreza	-	-	-	-	-	0	15	15

### Class B13 Co-drivers

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 Amy MacKinnon	25 Alva	Mitsubishi Evo 9	0	10	12	15	-	10	0	47
2 John McCulloch	55 Newton Stewart	Subaru Impreza	10	0	9	-	15	-	-	34
3 Sam Collis	23 Chesterfield	Subaru STI	9	-	10	0	-	12	0	31
4= Don Whyatt	Dublin	Hyundai Accent WR	15	15	-	-	0	-	-	30
4= Andrew Roughead	24 Newcastle upon Tyne	Ford Escort Mk 2	-	-	15	-	-	15	-	30
6 Simon Hunter	Chorley	Mitsubishi Lancer	12	12	-	0	-	0	-	24
7 Mark Hewitt	49 Wigan	Subaru Impreza	-	-	-	-	-	0	15	15

### Class B14 Drivers

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 John Stone	46 Blackburn	Skoda Fabia WRC	12	15	15	15	0	15	-	72
2= Andrew Fenwick	44 Birtley	Subaru Impreza WR	15	-	0	-	-	-	-	15
2= Gary Le Coadou	51 Broadway	Toyota Corolla WR	-	-	-	-	-	-	15	15

### Class B14 Co-drivers

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 Lee Carter	53 Tamworth	Skoda Fabia WRC	12	15	15	15	-	-	-	57
2= Lee Tindall	37 Ryton	Subaru Impreza WR	15	-	0	-	-	-	-	15
2= Paul Hollingham	42 Bognor Regis		-	-	-	-	-	-	15	15
2= Mark Mason	50 Gateshead	Ford Escort Mk 6	-	-	-	-	-	15	-	15

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 Lewis Roper	26 Ely	Nissan Micra	-	-	15	15	-	-	-	30

### Class RF1.4 Co-drivers

Position	Age		Rounds ...							
			1	2	3	4	5	6	7 TOTAL	
1 Joe Cruttenden	20 Rochdale	Nissan Micra	-	-	15	15	-	-	-	30

### BTRDA Challenge Overall Drivers

\* best 5 rounds count  
Ages shown are at 29-08-2010  
Software by Tynemouth Computer Services  
Results by North East Rally Services

Issued at 18:50 GMT on 29 August 2010.  
Page 4 of 6

## THE RICHARD EGGER INSURANCE MSA ASPHALT RALLY CHAMPIONSHIP incorporating the BTRDA Challenge

Position	Age			Rounds ...							TOTAL	
				1	2	3	4	5	6	7		
1	Simon Mauger	41	Bicester	Ford Escort Mk 2	25	-	25	25	25	25	25	125 *
2	Graham Muter		Audlem	Ford Escort	16	22	-	19	-	15	20	92
3	James Martin	30	Aberystwyth	Vauxhall Astra	22	-	20	20	-	19	0	81
4	Richard Clews	35	Coventry	Ford Fiesta	15	-	19	-	-	18	22	74
5	Geoff Glover	52	Middlesbrough	Vauxhall Astra RW	17	0	-	14	-	17	19	67
6	Craig Jose	32	Truro	Peugeot 205	0	-	18	18	-	14	17	67
7	Tim Daltry		Higham Ferrers	Peugeot 205 Gti	0	-	16	13	-	16	18	63
8	Steve Leonard	24	Jersey	Ford Escort MkII	18	-	22	22	-	-	-	62
9	Dave Price		Presteigne	Ford Escort Mk 6	10	25	-	0	22	-	-	57
10	Martin Newson	54	Beccles	MG ZR	11	-	13	-	-	12	14	50
11	Phillip Merrills		Bolton	Honda Civic Type	13	-	17	-	-	0	16	46
12	Ian Copping		Cranbrook	Ford Fiesta RWD	-	-	11	16	-	13	0	40
13	Roland Jones	43	Stroud	MG ZR	-	20	14	-	-	-	-	34
14	Chris Gravestock	46	Detling	Peugeot 106	-	-	-	17	-	-	15	32
15	Martin Murray	53	Glasgow	Peugeot 205 GTI	14	-	15	-	-	0	-	29
16	Steve Webb	35	Guildford	Ford Fiesta ST	12	-	-	15	-	-	-	27
17	Lewis Roper	26	Ely	Nissan Micra	-	-	12	12	-	-	-	24
18	Andy Davison	26	Northallerton	BMW M3 Coupe	-	-	0	-	-	22	-	22
19	Alison Lock	43	Chard	Austin Mini Coope	9	-	-	-	-	-	13	22
20=	Mike Perkin	46	Tavistock	Ford Puma	20	-	-	0	-	-	0	20
20=	Tim Seipel	44	Stafford	MG ZR	-	-	-	0	-	20	0	20
22	Michael Glendinning	38	Ryton	Ford Escort Mk 2	19	-	-	-	-	-	-	19

### BTRDA Challenge Overall Co-drivers

Position	Age			Rounds ...							TOTAL	
				1	2	3	4	5	6	7		
1	Steve Hallmark	48	Congleton	Ford Escort	16	22	-	19	-	16	22	95
2	Barry James	60	Lichfield	Ford Fiesta	15	-	19	-	-	19	25	78
3	Ashley Trimble	50	Laxey	Ford Focus STI	-	-	25	0	25	25	-	75
4	Nigel Hewett	37	Ivybridge	Peugeot 205	0	-	18	18	-	15	18	69
5	Paul Ohren-Bird	47	Northampton	Peugeot 205	0	-	16	14	-	17	19	66
6	Sion Humphreys	26	Jersey	Ford Escort MkII	18	-	22	22	-	-	-	62
7	Dylan James	22	Aberystwyth	Vauxhall Astra	22	-	20	20	-	-	0	62
8	Bob Brown	60	Brotton	Vauxhall Astra RW	-	0	-	15	-	18	20	53
9	Peter Morris	57	Norwich	MG ZR	12	-	14	-	-	13	14	53
10	Chris Butcher	23	Quedgeley	Ford Escort Mk 2	25	-	-	25	-	-	-	50
11	William Kelly	37	Rathfarnham	Honda Civic Type	13	-	17	-	-	0	16	46
12	David Rowley	53	Halesowen	Ford Fiesta RWD	-	-	12	16	-	14	0	42
13	Mark Mason	50	Gateshead	Ford Escort Mk 6	11	25	-	-	-	-	-	36
14	Mark Harmer	53	Kirkby Mallory	Peugeot 106	-	-	-	17	-	-	15	32
15	Peter Weall	56	Glasgow	Peugeot 205 GTI	14	-	15	-	-	0	-	29
16	Joe Cruttenden	20	Rochdale	Nissan Micra	-	-	13	13	-	-	-	26
17	Mike Curry		Lockerbie	BMW M3 Coupe	-	-	0	-	-	22	-	22
18=	Martin Bristow	34	Whimpe	Ford Puma	20	-	-	0	-	-	-	20
18=	Martin Hagggett	48	Rugby	MG ZR	-	-	-	0	-	20	0	20
20	Andrew Roughead	24	Newcastle upon Tyne	Ford Escort Mk 2	19	-	-	-	-	-	-	19
21=	Keith Barker	57	Welling	Vauxhall Astra RW	17	-	-	-	-	-	-	17
21=	Lee Carter	53	Tamworth	Skoda Fabia WRC	-	-	-	-	-	-	17	17

### BTRDA Challenge upto 1400cc Drivers

Position	Age			Rounds ...							TOTAL	
				1	2	3	4	5	6	7		
1	Graham Muter		Audlem	Ford Escort	15	15	-	15	-	15	15	75
2	Martin Newson	54	Beccles	MG ZR	12	-	12	-	-	12	12	48
3	Roland Jones	43	Stroud	MG ZR	-	12	15	-	-	-	-	27
4	Lewis Roper	26	Ely	Nissan Micra	-	-	10	12	-	-	-	22
5	Alison Lock	43	Chard	Austin Mini Coope	10	-	-	-	-	-	10	20

### BTRDA Challenge upto 1400cc Co-drivers

Position	Age			Rounds ...							TOTAL	
				1	2	3	4	5	6	7		
1	Steve Hallmark	48	Congleton	Ford Escort	15	15	-	15	-	15	15	75
2	Peter Morris	57	Norwich	MG ZR	12	-	15	-	-	12	12	51
3	Joe Cruttenden	20	Rochdale	Nissan Micra	-	-	12	12	-	-	-	24

\* best 5 rounds count

Ages shown are at 29-08-2010  
Software by Tynemouth Computer Services  
Results by North East Rally Services

Issued at 18:50 GMT on 29 August 2010.  
Page 5 of 6



## THE RICHARD EGGER INSURANCE MSA ASPHALT RALLY CHAMPIONSHIP incorporating the BTRDA Challenge

### BTRDA Challenge 1400-1600cc Drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	Craig Jose	32	Truro	Peugeot 205	0	-	15	15	-	12	15	57
2	Chris Gravestock	46	Detling	Peugeot 106	-	-	-	12	-	-	12	24
3	Tim Seipel	44	Stafford	MG ZR	-	-	-	-	-	15	0	15

### BTRDA Challenge 1400-1600cc Co-drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	Nigel Hewett	37	Ivybridge	Peugeot 205	0	-	15	15	-	12	15	57
2	Mark Harmer	53	Kirkby Mallory	Peugeot 106	-	-	-	12	-	-	12	24
3	Martin Hagggett	48	Rugby	MG ZR	-	-	-	-	-	15	0	15

### BTRDA Challenge 1600-2000cc Drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	James Martin	30	Aberystwyth	Vauxhall Astra	15	-	15	15	-	15	0	60
2	Richard Clews	35	Coventry	Ford Fiesta	10	-	12	-	-	12	15	49
3	Tim Daltry		Higham Ferrers	Peugeot 205 Gti	0	-	9	10	-	10	12	41
4	Phillip Merrills		Bolton	Honda Civic Type	8	-	10	-	-	0	10	28
5	Steve Webb	35	Guildford	Ford Fiesta ST	7	-	-	12	-	-	-	19
6	Martin Murray	53	Glasgow	Peugeot 205 GTI	9	-	8	-	-	0	-	17
7	Michael Glendinning	38	Ryton	Ford Escort Mk 2	12	-	-	-	-	-	-	12

### BTRDA Challenge 1600-2000cc Co-drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	Barry James	60	Lichfield	Ford Fiesta	10	-	12	-	-	15	15	52
2	Dylan James	22	Aberystwyth	Vauxhall Astra	15	-	15	15	-	-	0	45
3	Paul Ohren-Bird	47	Northampton	Peugeot 205	0	-	9	12	-	12	12	45
4	William Kelly	37	Rathfarnham	Honda Civic Type	8	-	10	-	-	0	9	27
5	Peter Weall	56	Glasgow	Peugeot 205 GTI	9	-	8	-	-	0	-	17
6	Andrew Roughead	24	Newcastle upon Tyne	Ford Escort Mk 2	12	-	-	-	-	-	-	12
7	Lee Carter	53	Tamworth	Skoda Fabia WRC	-	-	-	-	-	-	10	10

### BTRDA Challenge over 2000cc Drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	Andy Davison	26	Northallerton	BMW M3 Coupe	-	-	0	-	-	15	-	15

### BTRDA Challenge over 2000cc Co-drivers

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	Mike Curry		Lockerbie	BMW M3 Coupe	-	-	0	-	-	15	-	15

### BTRDA Challenge Drivers with Sequential gearboxes

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	Simon Mauger	41	Bicester	Ford Escort Mk 2	15	-	15	15	15	15	15	75 *
2	Geoff Glover	52	Middlesbrough	Vauxhall Astra RW	9	0	-	9	-	12	12	42
3	Dave Price		Presteigne	Ford Escort Mk 6	8	15	-	0	12	-	-	35
4	Steve Leonard	24	Jersey	Ford Escort MkII	10	-	12	12	-	-	-	34
5	Ian Copping		Cranbrook	Ford Fiesta RWD	-	-	-	10	-	10	0	20
6	Mike Perkin	46	Tavistock	Ford Puma	12	-	-	0	-	-	0	12

### BTRDA Challenge Co-drivers with Sequential gearboxes

Position	Age			Rounds ...								
				1	2	3	4	5	6	7 TOTAL		
1	Ashley Trimble	50	Laxey	Ford Focus STI	-	-	15	0	15	15	-	45
2	Bob Brown	60	Brotton	Vauxhall Astra RW	-	0	-	9	-	12	15	36
3	Sion Humphreys	26	Jersey	Ford Escort MkII	10	-	12	12	-	-	-	34
4	Chris Butcher	23	Quedgeley	Ford Escort Mk 2	15	-	-	15	-	-	-	30
5	Mark Mason	50	Gateshead	Ford Escort Mk 6	8	15	-	-	-	-	-	23
6	David Rowley	53	Halesowen	Ford Fiesta RWD	-	-	-	10	-	10	0	20
7	Martin Bristow	34	Whimble	Ford Puma	12	-	-	0	-	-	-	12
8	Keith Barker	57	Welling	Vauxhall Astra RW	9	-	-	-	-	-	-	9

\* best 5 rounds count

Ages shown are at 29-08-2010  
Software by Tynemouth Computer Services  
Results by North East Rally Services

Issued at 18:50 GMT on 29 August 2010.  
Page 6 of 6