

SCCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

October 2010



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Included with this edition:

Summer Series Round 6 Regs & Entry Form

12 Car Round 3 Regs & Entry Form

REARRANGED

Lyng Garage Production Car Trial – Sunday 24th October 2010

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

Food available: BBQ & Pavlovas @ £3 per person

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 21st October** for the next Natter & Noggin

Diary Dates

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

Sunday 24th October
Trial – Summer Series Round 6 – Lyng – **NEW DATE**

Friday 29th October
12 Car Round 2 – Chairman's - Wetheringset

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

Thursday 18th November
Club night at the Ugly Bug Inn, Colton – **WRC COMES TO COLTON**

Friday 26th November
12 Car Round 3 - Plandescil

Thursday 16th December
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 17th October
Woodbridge Gymkhana – MOD Woodbridge

Sunday 24th October
Summer Series Round 6

Friday 29th October
12 Car Round 2

Saturday 30th October
EACS Endurance Road Rally – MOD Woodbridge

Sunday 7th November
Lynn Charity Stages – MOD Sculthorpe

Friday 26th November
12 Car Round 3 - Plandescil

Saturday 4th December
Preston Road Rally – Elvedon

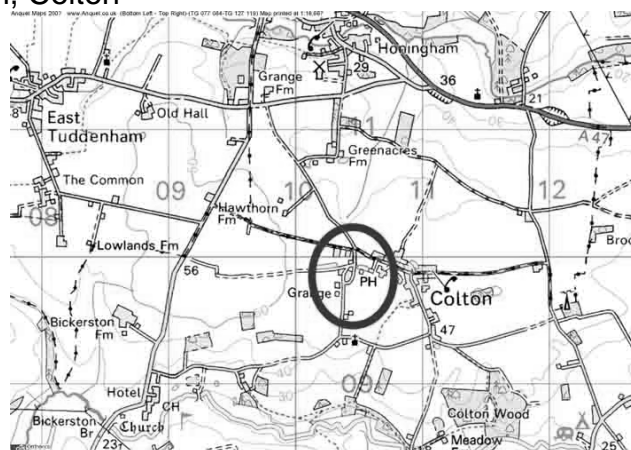
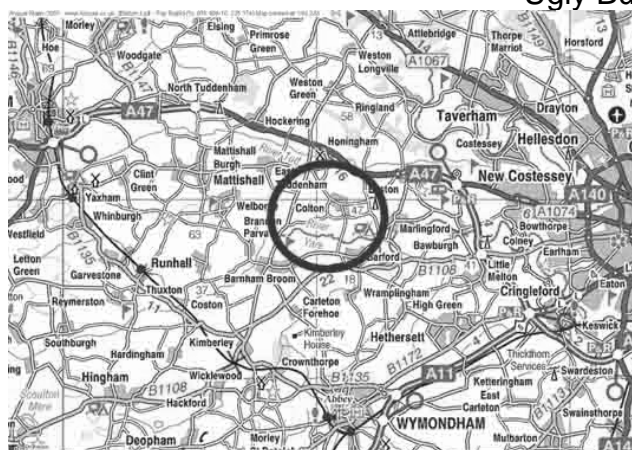
Chairman's 12 Car

Friday 29th October

Round 2 of the 2010 / 2011 12 Car Championship

Wetheringset

Ugly Bug Inn, Colton



Editorial Chair

Martin Newson

October 2010

This month I would like to start by offering our congratulations to a number of the management team on reaching an age, where they have reached another milestone. I will not name them as I do not want to embarrass them, you probably can guess who they are.

We would also like to welcome the early arrival of Sebastian Annison, Mark and Lorraine's latest team member and from what I have seen of him he is quieter than Mark.

You will see elsewhere just before I printed the last newsletter Christine and I along with other motorsport enthusiasts formed a small stand in Diss marketplace. We had hoped to encourage young drivers to take part in some form of motorsport. I think we failed to form any alliance with any of the youths on that day. Perhaps we were in the wrong place at the wrong time. Yes they were mildly interested in what we had to say but there was no commitment most do not seem to be prepared to do things for themselves they would do it if someone else did all the work and they turned up and had all the fun.

Diamond Anniversary.

We hope that you will have your support and help to make these events a success we hope to announce the dates and venues in the November issue.

One of our events requires cars from the last 60 years, we have the following years covered 1960, 61, 67, 70, 76, 79, 84, 86, 89, and

99. Can you fill in the gaps with your car? It would be nice if the cars were of an interesting type or unusual type etc .if you have anything that might fit please ring the house 01502716280 or email cjnewson32@yahoo.co.uk

There will be link from the web pages to register for this display for those technical types.

I have come up with a cunning plan for one of our special events next year and we should be getting help from a local motorsport venue. The plan is a simple one, where we raise a large lump of money for charity, to bring this one off lots of help will be required from our club members and perhaps the other local clubs. The targets is to raise £6000 and cover 60 miles in 24 hours. All details should be revealed in next months newsletter, but I am quite sure it will cause some interest in the club and what we are prepared to do for the local charities.

October 3rd MSA Classic

A number of the club membership volunteered to get up at some really strange early hour to marshal on what was the Norwich Union Classic Run a number of years ago. Meeting just outside the security office at the Lotus, where we had to wait until the security team deemed it safe!!!

The cars started to arrive at around 7.45 ish and were keen to get on with the days fun. Do to the way the MSA had designed the timing we were asked to send the cars out to do the runs around the test track at 8.30 ish. This meant that they then queued to leave the venue at 9.00. One of the

problems was that all the time cards had every car leaving Lotus at 9.00, either the drivers etc did not read all of the paper work or all the cars were meant to leave at the same time. I explained to at least 20 of the teams some did understand and had no problems, but some seemed to get upset with me about the timing problems and it was at this point I gave up trying to help.

I understand that the rest of the day went quite well.

I would like to thank the following club members for their help. Phil Webb, Les Berrington, Pat Ward, Dave Bell, Dan Hilton, Chris Edwards, Suzanne Newson, Christine Newson, and Howard (who needs sleep) Joynt.

Lyng PCT October 24th.

Here it is the postponed PCT, we need you entries now to make sure this runs this year. The hills should not be damaging and provide a good challenge; there will be food available from the girls of SCCON at a small cost. We need you to challenge our guests from West Suffolk Motor Club to win back the trophy they took away last year.

Do not forget that on the weekend (17th October) Chelmsford Motor Club are running one of its gymkhanas at Woodbridge Please go their web pages for details there are still a few entries available and they always need marshals. Christine and I should be there marshalling so if you are near us there will be a steady supply of cakes, tea or coffee.

EACS 30th October 2010

We have been asked by our good friends in the Chelmsford Motor Club to supply marshals for this event the details are below.

The EACS 2010 will be on Saturday 30th October 2010 in the Suffolk area. I like to ask SCCON to help us run tests through Woodbridge. It would need many people to man all the posts which include 2 starts and 2 finishes.

Sign will be roughly 11.45am and finish will be roughly 5.30pm. If any SCCON would like to stay on

for the evening section, they are more than welcome to help marshal. Evening sign on will be at roughly 5.30pm. Finish will be around 11.30pm.

The timings are not finalised as yet and may change but probably not by much.

I will need all marshals details to be able to register them for this event with mobile numbers incase I need to ring any marshal on the day.

Marshal registration is via the chelmsfordmc.co.uk website using

the marshal registration form on the front page.

This registration is for all the events we need to marshal on for the rest of this year.

Marshals will receive free food and entry into the raffle.

Please let me know if SCCON can assist if anyway.

Regards
Karen

Chelmsford Club Chief Marshal

WANTED

(ON LOAN)

Pair of Peltor practice sets (I already have the intercom unit)

Richard Atherton & Rob Henchoz would greatly appreciate it if anyone could lend us (one or) two units for the duration of our trip from London – Cape Town.

The period would be ideally early December to late February

Please contact us on

01379 388400(w)

01379 384368(h)

07825 911916(m)

WRC COMES TO COLTON

Do you think you can handle a
Four Wheel Drive WRC
over a testing Mud and Snow Special Stage?



Well come along to the November Natter and Noggin
on Thursday 18th November,
and by the kind permission of our hosts at
The Ugly Bug Inn
you can find out,
and test your skill against other SCCoN Members

Road Rallying September Round Up

September is usually quite a busy month and this year was no exception with 5 Nat B events scheduled plus two local 12 cars. The Nat B calendar was whittled down to 2 – The Yorkshire Revival and The Mercian after two cancellations (The Countdown and The Oaks Trophy) and one clash (The Clitheronian on the same weekend as the Mercian). September also saw the end of the final round of the 2010 Internet Table Top Championship and I thought it would be safer to include a report on that as my table has a 100% finishing record!

Yorkshire Revival Rally – 11th / 12th September

Well, here's one for readers that wouldn't dream of setting off to an event without a rabbit's foot and a lucky pair of pants! Hugh and I have had two goes at rallying on map 99 this year – first attempt finished with a blown head gasket in the queue for scrutineering – second attempt finished on top of a man made hill on an airfield just outside York with a broken driveshaft (and it hadn't even got dark!). Spot the similarities – map 99, same hotel and same seeding – 13!!! Bottom line, I still haven't had a go on map 99.

Shame really as the event looked good fun – 20 tests in the afternoon followed by 150 miles of classic Yorkshire roads – a proper endurance test and all for £110 (including supper and breakfast).

KLDMC 12 Car – 22nd September

Out with Alan for another go at the KLDMC navigation, still not quite up to it I'm afraid although I think I'm improving. Map 132 and The Stag in West Acre, at least we were on familiar territory. Three tulips to define the route to TC1 and turning the wrong way out of

the car park at the start doesn't help – then finding boards from a later section causes even more confusion. Back onto the correct route and stuck behind a car transporter on one of the longest yellows in the area. Struggled with the next section (grid square departs) and then cleaned section 3 (grid lines). The navigation from section 4 can be sampled elsewhere for your enjoyment, failed to solve it and guessed the route. No real problems encountered on the other 4 sections (road colour distances, map features, circular herringbone and junction colours) and pleasantly surprised to be classified 4th o/a at the finish (out of 7 experts) although relegated to 5th o/a after closer examination of my randomly ordered boards.

Good to see a few SCCoN members out supporting our neighbours – Chris More, Paul Brunton and Nick Wale out marshalling and Jonathan Stimpson out with newbie KLDMC member Ian Graham running as Semi Experts.

P&H Novice 12 Car – 24th September

First round of the clubs 2010 / 11 12 Car Championship once again sponsored by Pat & Henry Fairhead with rally HQ at Honing Village Hall. Organised by David & Katy Leckie; with a little interference from me, just to keep the navigators on their toes.

Clockwise loop from Honing – Beeston – Coltishall – Stratton Strawless – Buxton – Coltishall – Honing. Helped with the boards in the afternoon – team effort – David drove, I navigated, Katy kept us supplied with sweets and Dan did all the hard work although he must have run out of puff as 2 out of the last 3 boards fell over.

Bit short of marshals on the night but plan D worked thanks to Alan Shrimpton and Fred & Liz Winter. Plan D gave us the luxury of both a course opener and a course closer with all the controls manned.

Apologies to the navigators for the error in the navigation (my fault entirely) and also I didn't expect the hand out at TC3 to cause total confusion – it was meant to make you stop and think a bit. I guess I may be in for a special envelope on one or two later rounds!, but it was Katy's idea.

Good to see a new team out, Nick & Karen, unfortunately they suffered from mal-de-nav but will hopefully try again. Also good to see the two Adrians back.

Results will be featured elsewhere.

Mercian Road Rally – 24th / 25th September

A trip to Daventry and a run on maps 151 & 152 for the latest EMAMC championship round. Last year this event gave me my best ever Nat B result (4th o/a with former SCCoNie Nigel Dinsdale). This year I was out with a new driver, Alex Kirk-Willey, in a Peugeot 106. Alex also co-drives a BMW and was on the entry for this year's Spring Rally Stages, he is also CoC for The Jackson Trophy (next EMAMC championship round). After my good result last year we were seeded at car 7 which promised to be a potential interesting challenge.

The Mercian has a good reputation although usually suffers with a low entry, this year it was good to see 37 entries with quite a strong top 15. The one big problem with the event is it always starts from David Sutton Motorsport in Daventry and

finishes at Warwick Services on the M40 and although it has some cracking roads to go at the route is fairly predictable. In fact once I had the re-join point for NTC7 and the time card I was 99% confident that I knew the route to TC6.

The rally is run strictly to the Blue Book and as such even with a couple of dodgy clocks all the Standard Sections were fairly easily cleanable – in fact we cleaned all the Standard Sections by at least a minute (car 6 was always in the next control).

The event was decided on the 3 regularities, and the organisers came up with yet another way to ensure time was dropped. Each regularity was split into 4, start control, two intermediates and a finish. I became quite confused on the first regularity (happy to report that I wasn't the only one). To start with on EMAMC rounds the location of code boards are given on the route cards, not the exact position but they will be listed between instructions. Also on a regularity you don't really get the chance to draw the route on the map, it all gets a bit hectic. I'm not sure whether the organisers did it intentionally or whether marshals did it themselves but the passage controls weren't where they should have been – this is very disconcerting. I think the first one should have been between two grid lines but in fact it was 300 or 400 metres further on after the next junction. Again you have no idea whether a Route Check will be a code board or a person (although you would expect it to be a person on a regularity as it takes longer). The same thing happened at the next Passage Check and something didn't feel right so I decided to stop for a re-think. Car 8 caught us and passed so I went for the follow him while I sort out the navigation. Followed him into a control but for some reason he stopped outside the control (you don't do that on a regularity!), unfortunately he had blocked the

road so it took us a little while to squeeze past. Into the control and the confusion was complete. The marshal entered the time against RTC1a and informed us that we were actually at RTC1b (IRTC1a had been scrubbed) but he had 'accidentally' filled in the time against RTC1a. It took me a little while to realise what was happening but by scrubbing the first control (on the road) but recording the time at the second control against the first control on the time card and then scrubbing the second control on the time card you end up with a section timed at 60mph. Post event comments on the forums suggest that one or two 'more experienced' crews went looking for the 'missing' route checks. Basically this section decided the rally.

The next regularity was fairly painless now that we knew the ropes. Petrol and 11th o/a.

The navigation for the second half was a little more intense but still very fair (not too many grid references – I hate grid references), All was going well as we approached the final two regularities. The only other car we'd seen all night was car 6 (apart from the brief encounter with car 8). We are quite friendly with the crew in car 6 (a really smart Mk2 Escort with all the bells and whistles) and Alex had his night made as we overtook car 6 not once but twice in the last couple of sections. The first time was on a standard section after a wrong slot, we let them past as we knew we'd both clean the section but Alex was smiling. Then it happened again on the third regularity after another wrong slot, they didn't get past this time!

There should have been a regularity 4 but it was scrubbed so that was that. A good night and a good result 6th o/a against some good crews.

Highlight of the night had to be me

trying to get out of the car at the finish. It's a fairly high-spec motor with a fairly substantial roll cage with door bars running just below the windows. Well I'd managed to break the foot rest while re-fashioning the seat to cater for my ample posterior at the start and the footrest had been my only leverage point to try and get my legs over the door bars. Very entertaining, I could still be there!

Scrutineering

Perhaps the most stressful bit of any rally is the wait for scrutineering, will all the lights be working, does the horn toot, have we upset the scrutineer previously. (We have had an on-going battle with scrutineers on their interpretation of the ever changing rules on the headlight configuration of the Rover 25 – not a problem on the Rover 200). An example of the apparent randomness of scrutiny came up on the Yorkshire Revival the scrutineer was adamant that we needed to be carrying a fire extinguisher. This was news to me. And yes, as he proudly displayed the relevant bit of the Blue Book, so we should – but should we? The bit of the Blue Book on display - (K) Competitor Safety Fire Extinguishers (Section 3 on page 168) – clearly states

3. A fire extinguisher / extinguishing system must be carried on all vehicles; the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically / electrically assisted triggering system.

Hugh's car does not have a fire extinguisher, in fact the only extra safety features are competition seats and full harness belts (what more do you need when the average speed is only 30mph?).

The scrutineer didn't make a fuss about it but was convinced that a fire extinguisher was mandatory for cars competing on a Nat B Navigational Rally. Does this mean that extinguishers are required for 12 Cars, Scatters, Trials, Autotests etc, I think not. I'm fairly certain that the requirements for Section K depend on the requirements specified in the individual discipline Technical Regulations. There is a clue at the start of section K under the first heading – Safety Roll-Over Structures – where there is a reference to Technical Regulations. Unfortunately, as with a DSO, the official is always right and there is very little to be gained by arguing.

Draft Road Rally Rule Changes – shot ii

As expected the road rally changes published earlier in the year were just the tip of the iceberg. Road Rally organisation will have to change quite radically in 2012 if the proposed changes are ratified. The rule changes are a bit wordy but the bottom line is that regularity sections will no longer be allowed on Road and Navigational Rallies (this ban was always going to happen), more puzzling is the apparent move away from sections on private land (maximum length and NO double road usage). I'm sure it won't take organisers long to come up with an interpretation of the new rules that allows them to run their individual events in such a way that the competitors see no change. First impressions would imply that the regions premier 'bumps for 200 miles' rally would have to change radically, and the use of Brandiston would be a thing of the past. The wording is unclear as to whether multi-use refers to a single section or the whole event. The wording also implies that the ban on regularity sections also applies to Historic Road Rallies, surely not; time for a bit of Blue Book re-structuring perhaps!

Table Topping

For those that aren't aware, I'm a bit of a fan and for my sins one of the more experienced participants currently competing. There has been a National Table Top Championship running in one form or another over the last 22 years. From 1988 through to 2001 it ran to the postal format (solve the puzzles, mark up the route and send in the map for marking). In 1998 Ray Crowther (aka Crow) took over as the postal championship faded away and moved things onto t'internet. This move lost one or two old timers but also brought in some new blood. I have to admit that I'm not a fan of the internet based events, in my opinion they have become too easy and turned into a measurement of who is aware of the latest computer technologies and who can find their answers the fastest. In the old days each route card solution required quite a bit of thought whereas recent route card solutions are fairly obvious with the main requirements for a good result being a decent monitor, a high quality printer and a good broadband connection.

Things have changed a little for the 2010 Championship with the introduction of 'guest' organisers for 3 of the 4 rounds. Ray, when he's not navigating / organising Historic Rallies, is also an author with the titles of four of his works being the names of the events in this year's championship. The Nearest FarAway Place (organised by Crow), Panglossian (organised by Chick), Schoolfrenz (organised by Gavin Rogers) and Thalamorph (organised by Iain Tullie).

I lost interest on round 1, found it a bit of a pain, and nearly took my pencil home as I'd done in the 2008 Championship. The main reason I dropped out of the 2008 Championship was lack of access to a PC (difficult to accept from

someone who's proper job is in IT but true).

Back to the old days, the route cards arrived through the post and you were left to your own devices as long as the marked map was returned within a month. The more recent trend requires each route card to be done in isolation and to be competitive must be solved and returned in one sitting with the odd minute making the difference between a good and average result.

Rounds 2 and 3 were OK but still less than satisfying, although a bit of a personal challenge as I knew that my time would be limited. Then round 4 ticked round and the good old days returned.

Table Top Rallying is very time consuming. I'm not the quickest solver but by no means the slowest. I would expect a modern route card to take a couple of hours to complete. A route card is made up of two sections, part 1 easy navigation, part 2 supposedly a bit more thought provoking, usually an extension of part 1. If part 1 was defined by spot heights then part 2 might be defined by coded spot heights etc. Each part of the route card has 5 route check questions which vary from a simple Y or N answer to number of churches on the route or letters passed through etc. It is almost impossible to come up with a set of un-ambiguous route checks to prove that the correct route has been followed. An event is made up of 12 route cards with Novices scoring on their best 5 / 12 part 1 answers, Semis best 10 / 12 part 1 answers and Experts best 10 part 1 & 2 answers. Each route card will also have a 'title' which may or may not help with the solution.

OK, 2 hours to solve a route card, probably split 25% solving the route card, 25% marking the route and 50% calculating the answers. Theoretically 3 route cards a day only requires 4 days (two

weekends) for the complete route – you may have spotted it's not a very sociable hobby!

Now we come to Round 4. One of the advantages of the earlier (un-timed) internet rounds was that any event buggettes were ironed out before anyone submitted any answers. Timing put a stop to this but still allowed queries to be raised on the event forum. Iain did post a warning very early on in the event that his route cards may require a little more time and effort than previous rounds – he wasn't kidding. Not sure how a report on a Table Top will work but here goes.

My normal procedure is to start from route card 1 and not start the next one until answers have been submitted.

1 Cowgask Regularity time taken 3:47:12, score 10, rank 4

A new idea based on the Jogularity instructions used on Historic Road Rallies

2 As The Crow Flies 1:58:17 10 5

Part 1 distances between junctions with part 2 compass direction to the next junction

3 Heights around Hamsterley 2:43:30 9 7

Part 1 spot heights but part 2 was something else. Cast your mind back O Level geography and drawing road profiles based on contours defined the route through Hamsterley Forest. My solution took in an extra loop hence the loss of a point, far better to be marked down on a route error than getting the correct route but miscalculating one of the more complicated / ambiguous route checks.

4 Anything Goes 4:21:56 10 8

One that needed a bit of thought. Part 1 simple herringbone but part 2 took a while, a coded partial herringbone with the white roads 'missing' – oh so obvious when solved!

5 Lots of Lines 2:15:43 10 1

Grid line crossings, part 1 directions, part 2 road colours with an extra bit in the middle restricted to yellows.

6 Old-fashioned Map Bits 2:7:54 10 9

Map tracings, find the tracing on the map and then join the dots. Part 1 in order, part 2 not in order and not to scale, bit fiddly and not a favourite.

7 Restricted Movements 2:48:38 9 9

Local map and a bit of a story giving points to avoid, not usually one of my favourites as there is always one or two sections with alternate routes requiring a bit of measuring. However the correct solution delivered only one route option, very annoyed to drop a point mis-counting WWW junctions on the route (there were only 4 to count!).

So far things had been fairly straight forward but that was about to change.

8 Llanfair-London-Llanefyd 9:24:14 10 10

The title gave a big clue but it was wasted on me. Part 1, 30 eight figure references to plot and then the route was defined by passing through the points in a specific sequence (London Roadbook!). Part 2, obviously an extension to part 1, another 30 eight figure grid references but with a coded sequence. Cracking the code became a bit of a challenge (in the old days the majority of the route card solutions were of this type). Eventually the solution surfaced, the 2 / 3 digit codes represented Table Top Championship entrants with their entry number providing the London Road Book sequence. There was an error on the second plot but it didn't really make it any more difficult to solve. One of the very few route cards of recent times that a lot of people failed to solve.

9 Flower Arranging? 1:56:37 10 3

Tulips, straight forward apart from a couple of errors at the start of part 2 which wasted quite a bit of time.

10 Haven't We Been Here Before? 5:6:40 8 13

Grid Lines, part 1 straight forward, part 2 time consuming. Not sure what I did wrong here as my route looked the same – discard one.

11 Life is a Rollercoaster 6:21:17 7 3

Very frustrating, for a long time I was the only one with a solution but spent so long looking at it that I went a bit brain dead making 3 stupid errors on the route checks. Solution would take a couple of pages to explain, well outside the box. Discard two.

12 Thalamorph 3:54:37 10 4

Sting in the tale, very fortunate not to get caught out on this one. Part 1 a story defining the route. Part 2 a code based on THALAMORPH. The last bit of part 1 caught out a lot of people.

The closing date is not the end of the story, the final results evolve as comments and alternate answers are analysed. I think I started out as 3rd on 93 points but ended up 1st on 98 points when the results were declared final. I ended up tied with Gavin Rogers but my total time of 1 day 11 hrs 18 mins 38 secs was a bit better than his.

All the route cards, map sections and answers are available on the Table Top Website, there is a link from the club website or if anyone is interested let me know and I'll point you in the right direction.



2010 Summer Series Championship

The sixth round at Lyng has been REARRANGED

Sunday 24th October

Food available: BBQ & Pavlovas @ £3 per person

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

Caddes Hill (Round 6)



Championship Positions after round 5:

o/a	Driver	1	2	3	4	5	6	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		
18	Andrew Lawson	7	6					13
19	Claudia Aldridge					12		12
20	John Plant					11		11
21=	Bernie Fox			10				10
	Howard Joynt			10				
	Lorraine Addison			10				
	Chris Cockrell				10			
	Julian Riley					10		
	Sara Riley					10		
27	Lynne Wellbelove		4	5½				9½
28=	Jim Deacon	8						8
	Alan Nobbs			8				
	Chris More			8				
	Ant Liddle					8		
32=	Caroline Boulter			7				7
	Alan Sampson					7		
34=	Ian Doble	6						6
	Dale Lawson		6					
	Emma Henchoz					6		
37=	Ken Stimpson	5						5
	Tanya Cockrell				5			
39=	Ros Leckie	4						4
	Libby Eglington			4				
	Fred Winter				4			
	Alexandra Nel					4		

2010 / 2011 12 Car Championship

Regs & Entry Form for Round 3 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

Round 2 entries open on Wednesday 13th October and close on Friday 22nd October

Round 3 entries open on Wednesday 10th November and close on Friday 19th November

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 & Katy Leckie</i>
<i>Friday 29th October</i>	<i>Chairman's</i>	<i>Wetheringsett</i>	<i>156</i>	<i>Martin & Christine Newson Rob Henchoz</i>
<i>Friday 26th November</i>	<i>Plandescil</i>	<i>Hingham Sports Centre</i>	<i>144</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

12 Car Round 1

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
4	N	Jonathan Stimpson / Brian Marquis	-	3	1	
6	N	Ant Liddle / Garth Collier	-	4	2	1
5	N	Trevor Addison / Andrew Lawson	1	3	3	2
9	B	Peter Riddle / Dan Hilton	1	23	4	1
7	N	Paul Brunton / Nick Wale	3	4	5	3
8	B	Adrian Simmonds / Adrian Brooks	13	3	6	2
10	B	Nick Dunn / Karen Light	LCF		7	3
1	E	Chris More / Ian Doble	-	9	-	1
3	I	Robert Aldous / David Mann	1	30	-	1
2	E	Julian Riley / Sara Riley	3	30	-	2

Very close at the top with victory going to Jonathan / Brian by 1 minute from Ant / Garth. The winners dropped all their time on the last section with the runners up dropping 2 minutes on the first section and 2 minutes on the last section. Thanks to Pat & Henry (sponsors), David & Katy (organisers) and Bernie, Howard, David, Martin, Christine, Phil, Suzanne, Fred, Liz, Linda, Richard, Alan & David (marshals).

It was David & Katy's first go at organising so well done to them. Unfortunately an error did sneak into the navigation but that was due to the Championship Coordinator 'correcting' the original navigation, sorry about that.

One of the code boards 'went missing' half way through the event, we'll put it down to the wind - it was relaxing in the grass on Monday morning.

Championship Positions after round 1:

o/a	Driver	1	2	3	4	5	6	Total
1	Jonathan Stimpson	12						12
2	Ant Liddle	11						11
3	Chris More	10						10
4	Trevor Addison	9						9
5	Peter Riddle	8						8
6	Robert Aldous	7						7
7	Paul Brunton	6						6
8	Julian Riley	5						5
9	Adrian Simmonds	4						4
10	Nick Dunn	3						3

Navigator	1	2	3	4	5	6	Total
Brian Marquis	12						12
Garth Collier	11						11
Ian Doble	10						10
Andrew Lawson	9						9
Dan Hilton	8						8
David Mann	7						7
Nick Wale	6						6
Sara Riley	5						5
Adrian Brooks	4						4
Karen Lake	3						3

Tour of Wessex

Tour of Wessex – Round 9 HRCR.

Well I'm really struggling compiling an article for this event, quite why I'm not sure, but at least some of the reason is the fact that hardly any of the route is plotted on my maps. I can usually sit down re-trace the route and certain areas bring back memories, but as there is no route, as such, it's very difficult to bring everything into some sort of order. Anyway here goes.

This was another new event for the HRCR championship, being run by the very experienced organising team of the infamous Carpetbagger night event. The event was to take place on Salisbury Plain an army training area that had not been used for decades on a rally. A chance remark from Jim pointed me in the direction of Google Earth and I spent many hours during the week before pouring over the terrain trying to get a "feel" for it. To say it turned out to be an event of contrasting emotions of highs and lows would be to over simplify it. It was nothing like any of the other events in the series this year. The Clerk of the Course, Roger Hunt, gave a briefing before the event showing the code boards to be recorded and explaining how the roads had been re-graded and were mostly very smooth. The only snag being that a goodly portion of them were not shown on the map so it would be necessary to navigate purely from the tulip road book, with a passing comment "Oh, and by the way there may have been some wheel-spin on the distances but the times should be correct!" To say that pre-event information was on a need to know basis would not be exaggerating as there were not even any details on where the finish venue may be.

We were seeded #6 from an entry

of 50 and I have to report we finished 13th, but managed to score the most points in our class within the championship. We had a tough event, but just about all our fellow championship contenders had an even tougher one with the current leaders suffering two punctures and a WD at the very first ITC.

Fortunately, the road-book(s) had been given out the night before at Signing-On. I spent about 3 hours unravelling the information and trying to work out where we would be going.

The first Regularity was typical plot and bash with a mixture of grid lines, spot heights and a herringbone, with the added distraction of nine speed changes and some not as map junctions and long way round triangles, and a couple of map changes for good measure.

The first 3 or 4 junctions were a taster of the rest of the rally. All being impossible hairpins either uphill or down requiring several shunts to get round – so plenty to keep Jim entertained and it wasn't long before we were having to peddle along to keep on time.

The format of the route was beginning to emerge with fairly straightforward roads and navigation interspersed with difficult to find long way round triangles and hidden junctions – more akin to a 12 car or a full blown night event.

I had no idea how we were doing as there were no handouts at these ITCs to tell you what the ideal time and distance was, unlike the "normal" events. In fact when I asked about this at the briefing it was greeted with raucous laughter, which I suspected it would be even before I asked, so I think you will be getting the "feel"

for what sort of event this would be – tough!

The second Regularity was 26 miles over the Army Ranges with 12 speed changes and defined with 86 tulips some of them 2 miles apart and others 0.01 miles – that's 17.6 yds – not even the length of a cricket pitch. It was all going quite well until I accidentally zeroed the total trip about 10 miles in – Aaagh – "Stop" I yell. We find the next junction and then I managed to re-set it about right and we tear off to get back into our place in the convoy so we are about on time. A few more junctions and I get the trip back closer and seem to be back on song when another of these damn obscure PC boards needs to be found, and we join another 3 or 4 cars going in circles with the crews throwing their arms in the air and laughing.

Amongst all the commotion the current championship leaders Martin Neal and Mick Briggs are changing a wheel on their Sprite and it's not until they have vanished do we finally set eyes on the code board. But my efforts to sort out the next few junctions are in vain so we resort to following car #s 4, 7 and others. (I've spent another hour on Google Earth since I've been back and so far have not managed to crack this little section – I'll keep looking though. After another go at it on Wednesday evening I eventually cracked it – simples, not! So now I'm up to junction 50 on the list with 36odd to go.) One pleasing thing is that the route is using lots of areas of The Plain that I had picked out from Google Earth and made little sketches of the junctions in a note book in the hope it would come in useful – not this time but well maybe one day. Our total penalty for Reg 2 was 3:53 of which 2:38 wasted looking for one code board, but then we

managed to miss another two so that added 10 minutes – mind you we didn't know until the results came out. Although comparing numbers of boards with fellow competitors I thought we had only dropped one; anyway too late to worry over it now.

No sooner than we complete this and it's off to Tests 1 and 2. A gigantic Autotest similar to one of the Chelmsford gymkhana tests with a split and merge. The first lap goes fairly OK with a little confusion around some cones but finally sorted out. When we merge into the second lap behind Ian Crammond and Nigel Raeburn in their Mercedes 330SL and we are catching them – slowly! Unfortunately they draw us on like a magnet and I don't call the second split 90L and I'm about a third of the way into the third lap when I realise we should have gone out of the test. The only good thing is that the test maximum is less than our actual test time!!

Still Jim has had lots of practice and we've learnt the test so we should do quite well on our second attempt providing we have some tyres left! Jim had excelled by fitting new tyres for this event, and I think it was a savvy move judging by the potential for punctures on the gravel roads of the "The Plain".

Anyway second attempt went well with a time of 4:53 but no chance to compare with other folks and we are off onto Reg 3. Another 10mile tulip Jogularity in the north east corner of "The Plain" into the unknown with four speed changes; start at 30 mph, tulip #9 change to 29, tulip #13 change to 30, tulip #25 change to 24, tulip #27 change to 29 to the finish at #30. Here I get completely disorientated at a crossroads with a pile of gravel. Short pause while I go on Google Earth to try to find what the problem was. There were two crossroads within 50yds and one pile of gravel that was in

the NW corner of the first and the SE corner of the second. It seems I merged both crossroads into one, which is not surprising as it looked like the entrance to a huge gravel car park, but at least it amused the spectators at this point as there were cars coming and going in all directions. I resorted to following the next car along that looked like it knew where it was going until I sorted myself out. A few junctions later we find another code board at LWR ▲ while the car in front sails straight past which brings a little glow of satisfaction. Penalties for this Regularity amount 60 seconds, 50 of which messing about around a heap of gravel.

Next we are going off the top of the map on a handout to Test 3 a couple of laps of rough narrow grass tracks inside a woodland similar to Hockering Wood, but grass not concrete for those who can remember. This goes well and we negotiate the split and merge correctly but the mound in the middle of the tracks is so high it's only our momentum that stops us grinding to a halt on the exhaust system. Not too bad looking at the results we are about 12th fastest here with the some of the modern cars with higher ground clearance beating us as you would expect.

Onwards back down "The Plain" with another Jogularity which this time goes without major incident. There is a small minor one though as we miss a small detour onto the grass to avoid some bumps on the main track. Thankfully there was not a code board here to catch us out so all went OK with 3 speed changes in 7 miles. Looking at the results it seems the watch at the Regularity finish may have been giving spurious times or the Control may have been in the wrong place as nearly everyone was about 30 seconds adrift here.

This Regularity has finished back at the venue of Tests 1 & 2 and we should be having a revamped layout for Test 4 and 5. When we

get there we discover a very disgruntled C of C who has had to cancel these Tests and 1 and 2 because a local member of the Wiltshire constabulary decided he knew nothing of the event and was adamant it was to be stopped despite him being shown all the various written permissions. This led to an unscheduled rest for about 40 minutes to eat our sandwiches – kindly provided by the Organisers as a last minute token to all the daytime rally regulars.

At least this cloud gave us a silver lining because the test we made a hash of had been scrubbed.

Next it's onto the penultimate Regularity across "The Plain" this time a mixture of tulip road-book and pre-plot spot heights and map references from the handout at signing on. It's about 30 miles long, with 6 speed changes and goes off the top of the map onto a portion of photocopied map – to a different scale. There's a little vagueness at the start as it is self start at a gravel crossroads and usually there is a marker to say exactly where, but this time there is no marker so we start in the middle at the same place as the previous cars. All seems to progress well, and I even remember to reset the inter and total trips at the required point in the route card – whether it's the required point on the road is a different matter!

The next opportunity for searching arrives after 2.72 miles. We are looking for what looks to be an entry and exit from a roundabout going by the tulips, but when we get to the allotted distance we can't see anything resembling a junction. There are a couple of walkers who stand to one side so as not to get covered in dust, but nothing else to see. We have a short discussion about whether to stop and go back and I convince us not to. Was this a mistake?

Not too much further along there

are a series of tulips indicating a route across grass. When we get there it's like a portion of the old Vauxhall Corsa TV adverts with cars pirouetting around this field trying to find the correct way forward. More by luck than judgement I spy the intended track and lead the convoy down the track parallel to the gravel road. As my trip distance is now astray I begin to get nervous that I have not re-entered the gravel soon enough so we transfer back onto the gravel only for the following cars to continue on the grass. After about half a mile Jim spies what looks to be the next ITC in the distance so we managed to cross back onto the grass just in time to not collect a WD.

Talking to Paul Robinson the navigator in the winning Mercedes 300SE he spied the ITC in the distance over the next brow just as we pulled off so he knew it was OK to stay on the grass. Sometimes your luck just goes with you and sometimes it doesn't. The grass waltzing cost us about 4 minutes I discover in the results. Anyway we are only about halfway through the regularity and there are more fun and games to come yet. Just at the end of the tulip road book and the final section of pre-plot there is another code board to find a long way round not as map junction. As my total trip mileage is astray and I have not wanted to "adjust" it, I start to look out for the board at an earlier junction which means another car catches us up. This is the Imp piloted by father and son crew of Mike and 18 year old Matthew Vokes who is a red hot up and coming navigator keeping us more mature and experienced navigators on our toes. They wait patiently for us to finish looking up dead ends and finally take the lead to the real junction. Here they pull over to allow us past and we do not find any code board – hmm worrying.

Now we are back on some pre-plot again and over an area I had "recced" on Google Earth so had

managed to slip up a correct road while some others missed it. One of the instructions for this section was a map reference just off the white with the comment "through building" and that's exactly what it was. A building open at each end with the HRCR Championship co-ordinator Andy Gibson hiding behind the wall at the end at an ITC. I thought we were at last getting some luck and hoped a few of our fellow Competitors would miss this one, but according to Andy at the finish everyone found him, even if they had to stop and retrace their tracks.

With still another 10 miles or so to go we zip along in a convoy being passed by Jon Wood and Cath Woodman in their Mini Cooper as they had dropped back onto "our" minute following the grass waltz earlier.

With everyone trying to maintain 30mph along a gravel white/broken tarmac it was a bit frantic travelling side by side, each car with two wheels on the grass – certainly keeps the drivers concentration up. With a probably difficult slot right to find we let the Mini through so Cath can do the hard work and we follow hot on their heels and this is how we arrive at the Regularity finish. The results show we dropped 4 while Cath and Jon dropped 6 – result; although I did not know it at the time!

Now we are off to Tests 6 and 7 that turn out to be about half a mile of concrete farm track decorated with ski poles to act as various slalom obstacles to be attempted twice. These go well for us without any mistakes, but the results show that it was the same for most people and we have all bar two or three folks beaten the bogey.

The final Regularity is beckoning; a good traditional plot 'n bash with the handout as we leave the Control sited under a bridge with the A303 running above. It's about 10 miles long with one ITC and 4 speed changes. The roads are

very narrow with high hedges and banks each side making it very difficult to safely achieve the average speeds set. A couple of times we meet cars coming towards us and have a severe braking moment. The icing on the cake is when a local volunteers to back up for us, but then proceeds to make a right pig's ear. His attempts to reverse going from hedge to hedge. At one point Jim has to blow the horn to stop him going completely into the hedge backwards. Eventually we get going forward and we have lost a minute with no hope of gaining it back before the end of the section, but in the scheme of things it probably won't matter, just very frustrating.

Regularities completed it's off to the final two tests around the perimeter track of an airfield with liberal scattering of slalom cones and loops in and out of lay-bys. While negotiating the last cone before the finish of Test 8 a strange magnetic influence pulled the front of the MG into the post and wire fence adding yet another modification to the otherwise immaculate and lovingly polished B. Even at this late point in the proceedings Jim is still very committed attacking the test as if it was the first. This gentle "off" costs us 5 seconds in comparison to our second and final attempt.

It's time to repair to the final control and then round the corner to the nearest pub. In fact the control is in the pub, but you needed to be clairvoyant to know!

The usual discussions go on while the results are being compiled and at one point we were up to 8th but as more and more folks were added we drifted back to 13th. It seems we are going backwards, but a lot of the other championship regulars we are vying for position with had a difficult time and we managed to pick up more points than some of them. I thought we would be going even further back down the finishing order as I

believed we had missed at least two code boards on Regularity 5 but none of these appeared in the results so perhaps there had been some queries by other Competitors and they had been scrubbed – who knows?

My thoughts on the event are still mixed even as a newcomer to these daytime regularities. The Organisers still need to make the jump from night time road race to daytime regularity as there is no need for “Mickey mouse code board locations” or “screwed watches” or overly ambitious

average speeds to get a result. In addition, of the 9 tests we were planned to attempt 4 were scrubbed (thanks to a belligerent Wiltshire plod) and another two were cleanable, so perhaps they need to learn a few tricks from the Chelmsford Car Club boys.

That said I'm sure all these points will be taken on board and next year's event will be better and even harder.

Jim says “I can understand the navigator's difficulty to successfully compete on this rally. At the start we were told that we

could possibly drive for 100 miles without seeing a house! The lack of trees and landmarks made it additionally difficult. Ian mentioned new tyres - we used Vredestein Quattro tyres - not really a rally tyre but for all year/ weather use. These are not expensive and it's worth taking a look at their new range”.

Next HRCR event is not until early October down near Bognor Regis so more of our tales after that.

Ian & Jim

Yorkshire Revival Rally

Julian Riley

YORKSHIRE REVIVAL RALLY

Jonathan Stimpson and Julian Riley took an excursion to Yorkshire on the weekend of the 12th of September to compete in the Yorkshire Revival Rally organized by the Ilkley and District Motor Club. Hugh Garnish and Dave Bell made the same trip both trailering north after work on Friday night. The event was based at the Askham Bryan Agricultural College near York. Hugh was in his Rover 200 and Jonathan in his Peugeot 205 Gti. We were Seeded 13 and 27 respectively.

The event contained a day and optional night leg both crews electing to do the full event which required a national B licence. Talk before was that it would be very rough and time would be tight, only time would tell. The majority of the entry was Historics with some moderns. A car that attracted my attention was a 1970's two stoke Wartbugh which was prepared to a high standard.

The event commenced at lunch time on Saturday with 21 Tests (three of which were cancelled) around various private whites, Airfields, Proving grounds etc. linked by some 45 miles of Public

Roads with Tulip navigations which for safety I plotted onto the OS maps. The first test lived up to the expectation with Jonathan being a little circumspect as we had a long way to go. Mid way round test 8, just after a very steep mound on which a control board was located facing at right angles to the direction of travel and being a full new type 7 digit number plate, regrettably we came across Hugh and Dave. We learnt after the event that they had broken a drive shaft, probably due to the particular test which was on the Mintex brake testing centre. The test involved a number of high speed stops reverses and restarts.

At the end of the day leg we were placed 15th which was an excellent performance from Jon and thank goodness I did not make any wrong calls. Jon had the other 205 GTi in his sights as he had finished 3rd in amongst the Escort boys.

We had supper in the Dining Hall of the College adjusted the lights and managed 40 winks in the Truck. The night's route was on OS sheets 99 and 105 with small amounts on 92, 98 and 100 to complicate matters.

First up handed out at our start time was a 45 min. run out to the start of a Jogularity just north of Boroughbridge. The longest set of Jogularity instructions I have ever had the pleasure of reading 4 and a half A4 pages of tightly spaced single line instructions taking us on a 30 mile route north along which roads I still do not know as it was impossible to transfer it to the map which I like to do if possible. We did however get to the end near Bedale but not without a roadside reroute because a Farmer had not undone a gate. This took us off the PR ed route and as we were running at the back of the field due to our seeding we encounter residents in their night shirts and Police. This put me of my stoke I and was bugged if we could find the correct white in the hedge row which lost us what was to be valuable time.

We then moved into the meat and bones of the event with an endless succession of roadside handouts to plot and bash via the following Ulshaw Patrick Brompton, Hipswell Moor almost into Richmond then, Downholme Moor. Barden, Leyburn and to MTC4, all to the west of Catterick Army Camp. Nothing that difficult, just lots of

points to plot.

We had time to refuel and a 15 minute rest bite at MTC4 but many did not and a number of competitors seemed to be missing at this point.

Our route then took us over Stainton Moor which is an Army Range where numerous (Not as Map) NAM diagrams were used to confuse. They were intent on taking us across the other side of the road into the undergrowth or down a tank track to find a code board or three. We touched into the edge of the village of Griton, somewhere I had visited in the past on a LeJog. We then climbed up over Harkerside Moor on a wonderful section of road which reminds you why you come to these parts to rally. We then forked left off a yellow onto the

roughest white I have every had the displeasure of traveling along for 3 miles losing us a number of valuable minutes. Hence to Wansley , West Writton, Middleham, the south side of Ulshaw we had visited earlier ,East Witton, Jervaulx Abbey, Healey, Kirby Malzeard, Swetton, High Grantley, up over Pateley Moor which again was very rough to the finish in the middle of nowhere just north of Harrogate. The finish marshal was concerned to find out what we thought about the event as clearly he had received a number of uncomplimentary comments a function of the degree of difficulty. We had both enjoyed ourselves and told him so .We were only 3 minutes inside OTL, so there by the skin of our teeth.

A simple road run back to York as

sun rose up across one of TR3s in the event who had run out of petrol. They were towed to a garage by a competitor in his Nissan Mica which made an interesting sight .The TR had given up and I can understand why; there is no way I would have been able to keep up in my TR.

We ate a hearty breakfast with a group of very tired individuals waited for the results but gave up to start the drive home. Part the way down the A1 a fellow competitor overtook us and reported the results. We had finished 9th overall which was a creditable result against some of the top UK road rally experts. We did, by the way, beat the other 205, which was pleasing. Well done Jon I did enjoy myself.

Julian Riley Sept 2010.

Teaser, for anyone who is interested, from last month's KLDMC 12 Car:

Map 132 – edition not really important – should work on any.

It's a very good example of the fact that there is really no such thing as difficult navigation – there is the navigation that you can do and there is the navigation that you cannot do.

As with most navigation the solution is really straight forward – just presented slightly differently.

I couldn't solve it on the night. EOS: 8315 means that TC4 (End Of Section) is in Grid Square 8315

The Stag Night Rally - Wednesday 22nd September 2010

Section 4

TC3 MR 782¾195



EOS: 8315

Miscellaneous



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



King's Lynn & District Motor Club

LYNN CHARITY STAGES

Sunday 7th November 2010

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A qualifying round of the following championships:

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Rainworth Skoda EMAMC Multi-Use Stage Rally Championship

Roadrunner Phoenix Awards ANEMMC Stage Rally
Championship

www.lynnstages.co.uk

Hot on the heels of the highly successful **Richard Burns Memorial Rally**, the same team bring you the **2010 Lynn Charity Stages**.

Promoted by King's Lynn & District Motor Club, The Lynn Charity Stages (sponsored by GB Industrial Contractors and The Ffolkes Arms Hotel, Hillington) is a round of the AEMC, EMAMC and ANEMMC Stage Rally Championships, to be held at Sculthorpe Airfield, near Fakenham, Norfolk. On offer is a single day, 8 stage event totalling 75-80 miles on good quality tarmac & concrete, for £195 (£185 to full members of KLDMC) - £5 of which goes directly to the East Anglian Air Ambulance, our charity partner.

Supplementary regulations and entry form are now available to download from the event website: www.lynnstages.co.uk, also the online entry system is running from the same location.

Camping will be available over the weekend for competitors and marshals. If this isn't your thing there is a comprehensive list of local accommodation on the website too, but we recommend you book early.

For any further information please contact one of the following officials:

Clerk of the Course

Colin Shinkins

Email: clerk@lynnstages.co.uk (m) 07702 541708

Secretary of the Meeting

Paul Davison

Email: secretary@lynnstages.co.uk (h) 01604 451407 (m) 07946 462403

Entries Secretary

Linda Shinkins

Email: entries@lynnstages.co.uk (m) 07885 630718

Chief Marshal

Stephen Lloyd

Email: marshal@lynnstages.co.uk (h) 01553 827598

**ROVER
CENTRE**

Woodbridge Gymkana

Sunday 17th October 2010

**MOD Woodbridge
Near Ipswich, Suffolk**



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4th & 5th December 2010

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