

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

February 2011



Jim & Ian

Tour of Wessex

REIS HRCR Clubmans Rally Championship 2010

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Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Included with this edition:

**12 Car Round 6
Regs & Entry Form**

**Broads Explorer Classic Scatter
Regs & Entry Form**

Your Ideal Shop 12 Car

Friday 25th February

Start & Finish: Scoulton Village Hall, Scoulton

The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **Ugly Bug Inn** at Colton

Please join us there on **Thursday 17th February** for the next Natter & Noggin

Diary Dates

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

Friday 25th February
12 Car Round 5
Your Ideal Shop

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

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

Friday 18th March
March Hare

Friday 25th March
12 Car Round 6
Lyng Garage

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

Sunday 17th April
Broads Explorer Classic Scatter

Thursday 21st April
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.

Saturday 19th February
Britvic Endurance Road Rally
Bury St Edmunds

Friday 25th February
12 Car Round 5
Your Ideal Shop

Friday 18th March
March Hare

Friday 25th March
12 Car Round 6
Lyng Garage

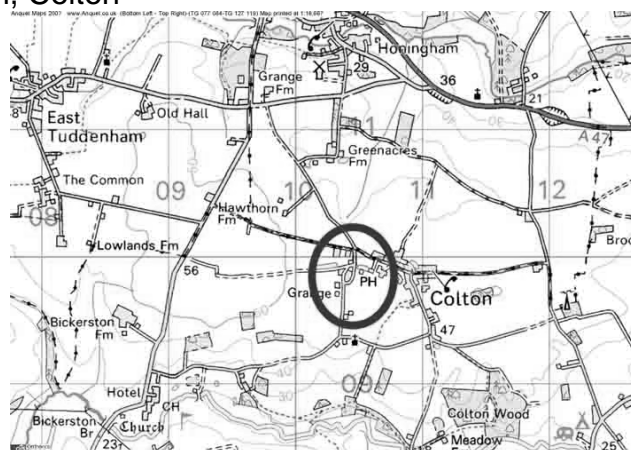
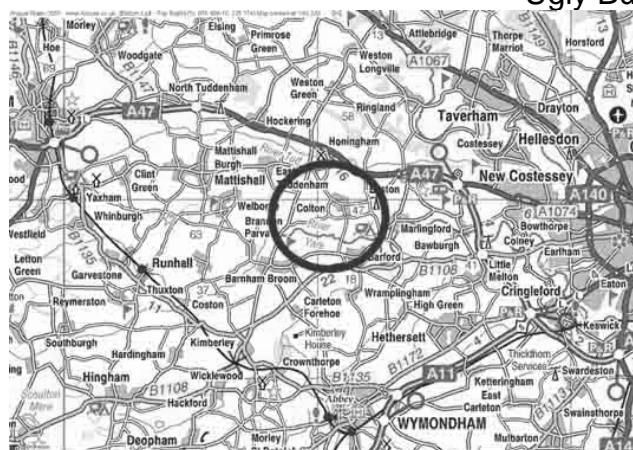
Lyng Garage 12 Car

Friday 25th March

Round 6 of the 2010 / 2011 12 Car Championship

Lyng Garage

Ugly Bug Inn, Colton



Date	Event	Champ.	Contact(s)
Monday 3 rd January	New Year Treasure Hunt & Scatter		Ian & Gill Doble
Thursday 20 th January	Club night		
Friday 28 th January	12 Car	12 Car	Peter Riddle
Thursday 17 th February	Club night		
Friday 25 th February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 17 th March	Club night		
Friday 18 th March	March Hare		KLDMC
Friday 25 th March	12 Car	12 Car	Ian Doble & Chris More
Sunday 17 th April	Broads Explorer Classic Scatter		Howard Joynt
Thursday 21 st April	Club night		
Sunday 24 th April	Production Car Autotest	Clubmans	
Monday 2 nd May	Kimberley Hall		Peter Riddle
Thursday 19 th May	AGM		David Leckie
Thursday 26 th May	Production Car Autotest	Clubmans	
Thursday 16 th June	Club night		
Saturday 18 th June	Norwich Forum Display		David Leckie
Sunday 19 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 23 rd June	Production Car Autotest	Clubmans	Ian & Gill Doble
Sunday July	Navigational Scatter	Clubmans	
Saturday 16 th July	Snetterton Charity Car Push		Martin & Christine Newson
Thursday 21 st July	Club night		
Thursday 18 th August	Club night		
Sunday 21 st August	Production Car Autotest	Clubmans	
Sunday September	Navigational Scatter	Clubmans	
Thursday 15 th September	Club night		
Friday 30 th September	12 Car	12 Car	
Thursday 20 th October	Club night		
Sunday 23 rd October	Production Car Trial	Clubmans	David Leckie
Friday 28 th October	12 Car	12 Car	
Thursday 17 th October	Club night		
Friday 28 th October	12 Car	12 Car	
Thursday 17 th November	Club night		
Friday 25 th November	12 Car	12 Car	
Thursday 15 th December	Club night		

Editorial Chair

Martin Newson

Chairman's Words of Wisdom (or the ramblings of one k---kered man)

Well have we got some news for you, first I will bring you up to date with the 2011 events in date order.

I will leave the competitive events to the event diary.

April 17th Broads Explorer Scatter.

Last year we joined forces with ECMC to organise a scatter around the Norfolk part of the Broads. Circumstances caused us to postpone the original date from October, but we are running the event on the 17th April 2011 instead. Rather than limit the entries to Classic Cars we have decided to open it to all- comers but give a slight handicap (a bit more to do) to the modern cars.

The Broads Authority has given us access to all their sites and we are using Whitlingham Country Park, just south of Norwich as the start venue. The format is similar to a treasure hunt but so that we don't congregate competitors and annoy locals, there is no specific route, and you will only have to visit a proportion of the places where clues can be answered. You will get a proper OS Map of the area to use and keep as part of the competitors pack so lack of local knowledge will be no problem to you.

The Broads are beautiful in the spring time. We will hopefully take you into places you would not expect to find and would definitely miss if you never left the usual tourist routes.

We aim to provide you with a social but slightly competitive day with good company and perhaps show you some places you will wish to return to another time.

There is a prize for the older cars (20 years+) and awards for their overall points winner

Details are on the website. Contact Howard Joynt on 07917 060052 or Tony Burchnall (ECMC) on 01473 652262.

PS

We will be running a handicapping points system (see regulations to explain) simply the older the car you use the more points you start with and therefore the less sites you have to visit to accrue the same number of points.

May 2nd Kimberly Hall

This is just one of our events to help celebrate SCCON's sixtieth year as a car club.

This is going to be big and the news is developing as each day passes.

The outline plan is to gather 60 cars one from each year of SCCON and to reconstruct the events of around 60 years ago when the then owner of Kimberly Hall raced an Auster plane from Kimberly Hall to Newmarket.

To be one of the 60 you will need to register with Dave Bell by email on percy@scon.co.uk or through the web pages on scon.co.uk.

There will be a Hog roast and refreshments available and some entertainment for everyone, complete with an air display.

June 18th SCCON Car Display at the Forum in Norwich.

I hope this will be of interest to you and the general public in general.

We hope to bring together a number of club member's cars, some of the classic cars being used on the next day for our

annual Classic Car Run and stalls to publicise the club and charities we will be supporting with the charity car push in July.

June 19th SCCON Vintage and Classic Run

We hope to be starting from Hingham again. Plans are now started to come together and we will be able to tell you more next month and will include the regulations in the newsletter.

July 16th and 17th Sponsored Car Push at Snetterton.

An event to support local charities, we will form teams to push a car around the new 100 circuit and try to cover 60 miles in 24 hours and the aim is to raise £6000 pounds to be split between local charities

As it would be nearly impossible for any one small team to push a car over this distance in this time we will open it up to any teams made up of no more than six people pushing + one to steer the beast (men, woman or both).

There should be prizes for teams as certain landmarks are met during the day.

We need you to volunteer for this one either to push or to be part of the support team please contact me on the usual numbers

BRANDS HATCH RALLY

There was ten intrepid adventurers went down to marshal at this event from the car club. Having arrived at the circuit signing on as marshal's was painless and the spot we were given was on junction 15 (clearways), with a cosy little hut nearby which we made home in. Once we got settled into our spot it was time to get the stove on and make the

bacon rolls and a mug of tea or coffee.

Christine set the stove up in the hut and set to cooking, this became Christine's office for the day with her being kept busy making tea and coffee for us all.

Some competitors must have smelt the coffee as they decided to stop their car in the kitty litter for a brew.

Our area was very quiet without many incidents, however the marshal's about 200yards away where kept very busy running around, replacing cones, red and white barriers and straw bales which the cars kept wiping out.

They did learn very quickly to move to the other side off the cones so that they didn't have to keep running so far each time to replace them.

The day went very quickly and the winner of the rally was John Indri, driving an ex James Hoseason's Darrian. He was using the event for a practice for the BTRDA Tarmacadam Series.



FOR SALE

SABELT SIX POINT SEAT BELTS, IN GOOD CONDITION.

These belts are for sale because in a homologated car we have to use seat belts with a maximum age of 5 years, so it time for a change. A bargain price of £50 per set or £90 for the two.

Six Wolfrace alloy wheels

2 off brand new, 2 off slightly used, 2 off a bit more used. Worth at least £300 for the six but will sell the lot for £200

Isle of Man Rally

I am hoping to take part in this year's Mini Manx Rally at the beginning of May; unfortunately Peter is unable to do it this year. Can anyone help me out as I need a navigator? You will need to be able to deliver the pace notes as we tour the Isle of Man in this very competitive event.

We have accommodation sorted we just need your help on the event and with some of the expenses.

Please contact me Martin Newson (your chairman) on 01502 716280, email cjnewson32@yahoo.co.uk



SCCON 60 at Kimberley Hall, Wymondham

Bank Holiday Monday 2nd May 2011

An event to celebrate the Diamond Anniversary of SCCON



Put this event in your diaries - re-enacting a race from over 60 years ago

SCCON was formed by our seven founder members in 1951. Around that time Johnny Wodehouse, the owner of Kimberley Hall, bet his friend Matthew Banks that he could beat him in a race from Kimberley to Newmarket Racecourse. Johnny drove his new 110mph Healey sports car, against Matthew flying his Auster light aircraft and the car won!

SCCON is going to re-enact the race in reverse - from Newmarket to Kimberley Hall.

Then we'll have a big get-together open to the public and we hope to attract a few new members too. Confirmed features are:

- The re-enactment of the car-versus-aeroplane race
- A display of 60 cars: one for every year of SCCON
- A fly-in for Auster aircraft of 1942-1960
- Tour Kimberley Hall & gardens by Capability Brown - not normally open to the public
- A SCCON hog roast
- An aerobatic display by two Nanchang CJ-6 fighter trainer aircraft over the lake



Potential additional attractions are:

- A Pimms and beer tent
- Traditional fairground rides
- Scalextric racing
- A sports car that was raced by one of SCCON's founders in 1951 - the self-same car!

Other ideas are welcome - contact Peter Riddle 01953 - 601174

Marshals Post

VERY LATEST NEWS:

Britvic – it looks as though the club will be looking after a test (selectif to use Enduro Speak) just off the A11 near Barton Mills, please contact Martin Newson or myself if you would like to join the team

Honington – further to the message from Karen below, **ALL Officials, Marshals & Competitors MUST** return a completed security form at least 1 month before the event – this is a paper form and photo-copies **WILL NOT** be accepted. I have some blank forms but they are, in my opinion, a little bit OTT!

The club outing to Brands Hatch was good fun, if a tad on the chilly side (results and images elsewhere). The team consisted of Martin, Christine, Phil, Dan, Dave, Pat & Brian (should have also included Andrew & Dale but they were let down by their chauffeur) with David, Howard & Bernie observing. And a special mention for Christine who provided food and drinks for the team from the Post 15 Mobile Catering Service all day.



Saturday 19th February 2011

The format of this new event will be run under the regulations of the Endurance Road Rally Championship and MSA Endurance Road Rally rules.

First car will leave from Sicklesmere at 10.00am on Saturday the 19th February 2011. Selective mileage will be approximately 80 miles. The evening road rally section will be very straightforward. The road book for the entire night section will be issued at the supper halt.

As with any event then marshals are the key. Although our Chief Marshal Claudia Aldridge has many offers of help, marshals are the most important people as without them there will be no event. Contact Claudia by email on cvs-vehicles@hotmail.co.uk to offer your help either setting up, on the day or packing away – or all three!

March Hare 12 Car

Friday 18th March 2011

Details are still a bit sparse but the club will need a good turnout for our annual 12 Car battle with KLDMC.

KLDMC to organise this year, details will follow ASAP.

Motex Honington Gymkhana

Sunday 20th March 2011

Here is another opportunity to sample the delights of a Chelmsford Gymkhana. The venue for this one is RAF Honington BUT a reminder that everyone MUST pre-register!

Chelmsford Motor Club is planning to run the Honington gymkhana again this year. That's the good news. The bad news is the base has stepped up security. With this in mind, we have been asked to get ALL OFFICIALS, COMPETITORS and MARSHALS to fill in their basic security form. All forms need to be back one month before the event so it is better to fill in the form and withdraw than ask for a late entry/volunteer and be refused. This is what the RAF requirement not CMC.

If you require a form, please email me your address to chiefmarshal@chelmsfordmc.co.uk and I will send a form out to you.

The security clearance will cover you for one year only on any event held at RAF Honington.

Date for the gymkhana is still to be confirmed but will be March/April. Your entry for the gymkhana will be declined if you do not fill in a form and return it to the RAF at least one month before the gymkhana date.

We would like to bombard the RAF with the security forms so that they reevaluate their security clearance for all motor clubs so I will be sending any forms I have received to them on January 23rd which is after Brands Hatch Weekend.

If you trust me enough with your information, (I promise not to read them), I will be in car 48 at Brands Hatch Stages and I will send all the forms altogether or you can send directly to RAF Honington. Please let me know if you have sent them directly though.

Karen / Chelmsford MC Club Chief Marshal / Honington Gymkhana Chief Marsh

2010 / 2011 12 Car Championship

Regs & Entry Form for Round 5 will be 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 5 entries open on Wednesday 9th February and close on Friday 18th February

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>Ward Construction</i>	<i>Tivetshall St. Margaret</i>	<i>144</i>	<i>Peter Riddle</i>
<i>Friday 25th February</i>	<i>Your Ideal Shop</i>	<i>Scoulton Village Hall</i>	<i>144</i>	<i>Howard Joynt & Bernie Fox</i>
<i>Friday 25th March</i>	<i>Lyng Garage</i>	<i>Lyng</i>	<i>132, 133 & 144</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 4

Ward Construction

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
1	E	Alan Shrimpton / David Bell	-	11	1	
3	I	Robert Aldous / David Mann	1	25	2	1
2	E	Chris More / Ian Doble	3	5	3	1
6	N	Ant Liddle / Garth Collier	4	23	4	1
4	B	David Leckie / Paul Swift	5	21	5	1
7	N	Trevor Addison / Andrew Lawson	6	10	6	2
9	N	Jonathan Stimpson / Graeme Aldridge	6	17	7	3
8	N	Paul Brunton / Nick Wale	7	5	8	4
10	N	John Peterson / Rob Cook	7	10	9	5
12	B	Geoff Bateman / Maggy Bateman	8	26	10	2
5	I	Bernie Fox / Howard Joynt	9	32	11	2
11	B	Mark Harries / David Daniels	12	4	12	3

Very close again with crews from each of the classes featuring in the top 5. Thanks to Peter for organising, Pat for sponsoring, Stuart for the start venue and all the marshals (I hope I've remembered everyone even if I haven't got the correct controls) Martin (Scrutineering), Ian & Clare (Start & Course Closer), Mike, Phil & Dan (TC1), Fred & Liz (TC2), Pat & Chris (TC3), Simon & Wendy (TC4), Julian & Sara (TC5), Emma & Marc (TC6), Alan & William (TC7), Martin & Christine (TC8), Gordon & Lynne (TC9), Peter (NTC10 & Results).

Championship Positions after round 4 (top 12):

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	10	10	8	10			38
2	Robert Aldous	7	8	10	11			36
3	Alan Shrimpton		11	12	12			35
4	Ant Liddle	11	3	11	9			34
5	Trevor Addison	9	4	9	7			29
6	Paul Brunton	6	6	7	5			24
7	David Leckie	8	7		8			23
8	John Peterson		12	6	4			22
9	Jonathan Stimpson	12			6			18
10	Peter Riddle	8			8			16
11	Adrian Brooks	4	2	5				11
12	Julian Riley	5		5				10

Navigator	1	2	3	4	5	6	Total
Ian Doble	10	10	8	10			38
David Mann	7	8	10	11			36
David Bell		11	12	12			35
Garth Collier	11	3	11	9			34
Andrew Lawson	9		9	7			25
Nick Wale	6	6	7	5			24
Rob Cook		12	6	4			22
Katy Leckie	7	7					14
Brian Marquis	12						12
Adrian Simmonds	4	2	5				11
Sara Riley	5		5				10
Dan Hilton	8						8

Ward Construction 12 Car

Well another great evening's entertainment organised by Peter Riddle and generously sponsored by Pat Ward. I think Peter is looking to take the crown from Simon Tebbutt for the most sadistic navigation setter. A very big thank you to the many marshals who came out on a bitterly cold evening to allow us to "play" in the Norfolk lanes once again, and congratulations to Alan and David for having the patience to sort it all out while dropping only 11 minutes, and eight of those were spent looking for a code board "in a ditch" between TC7 and 8!

Chris and I had a great run around without any "moments" and thoroughly enjoyed ourselves despite being fairly and squarely beaten to the honours. Chris "likes to win one event during the series" so the pressure is really mounting to pull it off on Howard and Bernie's event.

Anyway back to our evening. With the prospect of slippery conditions Chris opted for the 206 once again which allows us the added comfort of electric windows – wonderful things for navigators. After the start formalities were completed there was plenty of time for socialising before the Competitors' briefing. Peter was careful to highlight the fact that the final instructions included some details required for the navigation during the evening and also gave a sharp reminder not to upset any of the local residents along the route. One thing he did omit though was the fact that there were seven code boards between TC1 and TC2 and only 6 spaces on the timecard.

Afterwards I understood what the microscopic "7" was for in the right hand margin!

Seeded at Car#2 behind Alan and David we soon had the first

handout to open which was a map tracing, but on plain paper, if you know what I mean. The section was 11 miles but our tracing was split into three sections all orientated differently on the paper and with about a mile missing in the middle. It took us initially south to Gissing and then northwest to Banham Moor. Somewhere along the way we passed Alan and David plotting, but later on we let them through just before TC2 so we were all back on our correct minute. I was quite pleased with this section as it started off looking to be quite difficult but it eventually fell into place and we had 3 minutes to spare.

Next up were the dreaded map references; 14 in all taking us on a tortuous route through the little maze of yellows south and west of Old Buckenham including 4 LWTs and about a mile of white through GS0391 before the yellow up to Attleborough via Leys Farm and then across to Burgh Common to finish on the way to Black Carr. We really pushed hard for the last couple of miles and we missed our minute by a few seconds. Unbeknown to us at the time we had driven past a code board at Burgh Common without seeing it! Having filled all 6 boxes in on the Timecard we had stopped looking for anymore, but having negotiated all the trickery at the beginning of the section it was this second "easy" half which caught us out and we found out we had missed the 7th board when the results came out!

Next up was a string of gridlines and spot heights squashed up taking us east via the 90 left near Popplylot Farm where we visited the field on the Plandescil to finish back heading west at Wattlefield. This was followed by junction departs that took us through Spooner Row and via the hard to find yellow opposite Wymondham College to finish to the southeast

of Deopham airfield.

Now we had one of Peter's "tie deciders", a short 2 mile blast to Deopham airfield itself using a segment of a 1:12500 scale map. The route was highlighted and included a LWT and short blast down a concrete white parallel to the yellow. It was also important to remember the information written in the final instructions but inconveniently not mentioned on the large scale handout asking us to go right of a cone that was placed on the outside of a 90 left on a concrete pad. Forgetting this cost a fail for the missed PC board. Using the concrete white on the airfield entailed driving over a muddy piece of grass verge and perhaps this is why only 5 of the crews managed to find it.

TC5 to 6 was a no tricks series of junction depart instructions but included a new white for us just to the east of Hingham; smooth concrete tracks with some complexity in the middle near the buildings. I got my lefts and rights mixed up here and we spent a minute extricating ourselves from a field entrance. Well done Peter for persevering with the local landowner for its use. Leaving the control, there was a grass triangle on the next junction with a conspicuous PC board trying to lure us into recording it, but careful scanning of the route instructions revealed it was not to be used.

The final three sections were to be the sting in the tail. Firstly the navigation included the use of gridlines made a tad more complicated by the fact that the Eastings and Northings are the same, so it requires some diligent counting to work out the correct route around the yellows to the west of Danemoor Green. The hairpin left in GS0404 allowing Chris to execute a perfect handbrake turn – not a common occurrence I can tell you as he

broke the cable last time it was tried in anger! We were pleased to clean this section, but there was another 2 mile blast to come through Coston which caught us out. Two spot heights and an LWT at the 3rd junction. Off we go and get to the 3rd junction – no board. A minute later here comes Alan and David and we have short discussion about it and we leave. After a couple of hundred yards Chris says “they are not following should we go back?” I’m wracking my brain trying to think where else there could be a grass triangle. I’ve been down the road many times because it’s quite close to home and I convince myself and Chris that there is no point – wrong decision. The results show that my so called local knowledge led us astray, and we had gained another fail. Just one more competitive section to go and we are still discussing the nagging doubt that we should have gone back for the triangle – sorry Chris.

This final section was defined by 18 tulips covering 22 junctions the trick was to find the missing 3 and have the correct direction of approach to the fourth. I deliberated and thought I had the answer, but it was only in my brain and I failed to put it into action on the road. The results show that we had missed the triangle of yellows to the east of North Green and gained our third fail. This must be my bogey junction as I remember messing up here about 10 years ago on an event organised by Gordon & Lynne Wellbelove. Never mind third time lucky I guess?

All that was left was run down to Great Ellingham to the finish. This was a neutral section so no time penalties would apply so we were relaxed and chatting about the triangle affair and casually passed a slow moving van on the long straight from Hingham. Suddenly it dawned on us that Peter may have put out a code board on this

straight and it was probably just when we were overtaking the van so we stopped turned around and went back this time – but no code board!

While Peter calculated the results the rest of us re-lived the evening’s events and generally everyone was in a happy mood. Results soon revealed that Alan and David had shown us all how it should be done with zero fails while Robert and David were close behind with just one. Ant and Garth won the Novice award and made the traditional “Thank you” speech. The championship is certainly hotting up with everything still to play for.

Hopefully we will see you all again on “Your Ideal Shop” next month.

Ian “must be more patient” Car 2

Ward Construction 12 Car

David Bell

Following part 1 from car 2 what else but part 2 from car 1, echoing Ian’s comments although I feel that Peter still has some ground to cover to claim Simon’s crown! I was out with Alan in his Peugeot hoping to continue our run of good results.

Envelope at the start contained three route tracings and with the promise of a hairpin right after a couple of miles the first bit was fairly obvious. Not so the second bit, parked up debating whether to hunt out my tracing paper (note: it’s pretty pointless carrying tracing paper if it’s buried at the bottom of your map bag!) or to guess when Chris & Ian drove past. Follow Chris seemed the easiest option. It wasn’t long before I had the route but following Chris wasn’t doing us any harm. Probably would

have missed the second LWT if we hadn’t been sat behind Chris waiting for a gap in the traffic. We arrived at TC1 in convoy with a couple of minutes to wait.

Joy of joys, how much do I love grid references – well time for some more practice. I must be getting better as we reached TC2 on our minute (just). Even with my newly repaired potti the junction at 056907 looks like YYYY (YYY on the road with no sign of a white visible) so R@X LWT didn’t do much to convince Alan that I knew where we were - especially as the next call was L@X LWT! Then the white slot right on Hargham Heath required a bit of a raised voice to convince him that the correct route was through the car travelling towards us along the track!

Obviously now a minute down on

the next section, a very steady run through Black Carr and Ashwellthorpe saw us 2 minutes down at TC3.

Next section took us through Spooner Row, on the last event we had to wait here for a train, this time our delay was self inflicted; I have a bad track record with the 5 way junction and the inevitable wrong slot put us back behind Chris & Ian. We suffered quite badly with local traffic and arrived at TC4 just as Chris & Ian were leaving, fortunately with no time loss.

Map handout for Deopham airfield to TC5. Coped with the LWT and the cone but the voice had to be raised to convince Alan to ignore the yellow and take a leap of faith over the grass verge!

Long run to TC6 with very few code boards (always a worry), in fact only one on the 5 miles of coloured roads but two identical boards in the farm yard on the white through 0402 to the east of Hingham.

Three competitive sections to go and only two minutes dropped, things were looking good although we were still running behind Chris & Ian.

It was now time for that sharp and pointy thingy to start lashing out.

We were now in an organiser friendly section of 144 with Eastings and Northings of the same value. A string of numbers representing grid lines, spot heights and road numbers and a white cross defined the route to TC7. This section cost us another minute and it is only while writing this that I remember where the minute went. The white cross threw me as I assumed it referred to the church in 0405, but taking this loop meant the grid lines didn't work. On the night I just ignored the white cross and it is only now that I've realised it referred to the words 'White Cross' written on the map next to SH43! Pretty sneaky!

Things were about to get even more sneaky!

A short section to TC8 defined by two spot heights and a LWT at the third junction. Arrived at the third

coloured junction to find Chris & Ian parked up on the grass triangle (SH37). Drove around the triangle; no board. Quick chat with Ian and as we both had the same route decided to drive into the control. Alan did another circuit of the triangle (just in case) and we got as far as the 90L in 0406 before I spotted that the route card was 'All Roads'.

A few words on the subtle differences between a CRO and an AR route card. The obvious difference is that for a CRO section only coloured roads are to be driven whereas for an AR the driven route *may* use white roads. The more subtle difference is that the CRO and AR also apply to the route instructions. The route instructions on a CRO section will only use coloured roads; the route instructions on an AR *may* use all roads. And the point is; if the route card was CRO then we were looking for a board on the correct triangle; on an AR section we were actually looking at the triangle on the sixth junction.

When the penny dropped it was decision time. On an EMAMC Championship event the penalty for a missed board is 5 minutes but on a 12 Car it's a fail. A 5 minute penalty is never worth a back track, a fail is a completely different matter. To get back to the correct junction required a back track to Coston Hall Fm (almost back to TC7. Back to the correct

junction but still no board – oh dear! A slow drive round the triangle and there it was tucked away in a ditch in a hole in the hedge. We eventually arrived at TC8 having dropped 8 minutes.

Straight forward tulips to TC9, or perhaps they were not so straight forward. Our first four were numbered 1 thru 4 then four un-numbered and finished off with 11 numbered 12 thru 22. As Ian has explained there were 3 missing tulips leaving the un-numbered tulips as 9 thru 11 in the sequence.

All that was left was a non-competitive section run down from Hingham to Great Ellingham. We were also on the lookout for a code board, I'm sure Simon would have had one!

Arriving in the car park at the finish the usual question to fellow competitors – how many code boards? We were fairly confident that we had one more than Chris & Ian but it turned out that we had three more. As Peter had promised boards off-piste this was a worry!

Another good night, again benefitting from a large dollop of good luck, can't be long before it runs out.



Amendments to the championship calendars published last month:

HRCR Clubmans Rally R10 Throckmorton Challenge	Date confirmed as 15-10-11
HRCR Clubmans Rally R11 Cloverleaf Historic	Date confirmed as 22-10-11
ANCC R7 ANWCC R12 EMAMC R6 Peak Trophy R3 Drystone	Date changed to 09-07-11

There is a summary of the championship calendars on the **Upcoming Events** page on the website for readers with access to the internet.

A visit to the Mercedes Museum



Mercedes W196 and Fangio



Replica of the first car - 1886 Benz

Last year I had a business trip to South Germany and our hosts kindly arranged a visit to the Mercedes museum in Stuttgart. On the way there, our minibus followed a Mercedes Benz SLS AMG coupe - the same as the 2010 Formula One Safety Car. Then we parked next to a Porsche Panamera and I got talking to the driver. He said that his own car was a Mercedes and he was just trying out the Porsche, so I asked if I could sit in it. "Sure, why not? That's what demonstrators are for." It felt rather strange to me because the seat was like a narrow wrap-around competition car seat, but in such a big barge of a car, it felt as if they'd fitted the wrong seat.

Walking towards the museum entrance, I was pleased to see a 1955 Mercedes W196 grand prix car cast in bronze but the driver wasn't German, for standing alongside was five-times World Motor Racing Drivers' Champion and multiple Mercedes Grand Prix winner Juan Manuel Fangio.

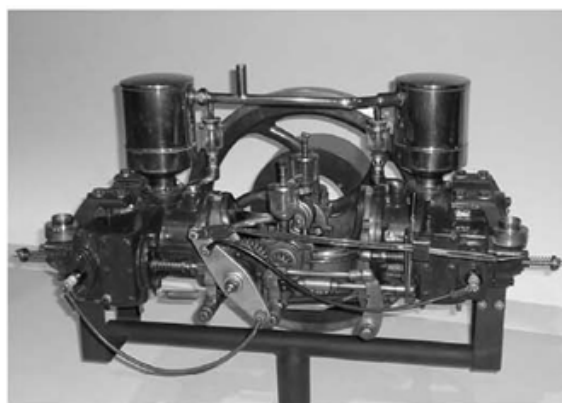
Inside the museum, you could choose to have your commentary in German or English. Our party split up and the English half was led by a young American guide. We went up several floors and our tour started at the top of the building. The real first car in the world, the 1886 Benz Motorwagen, is kept at the Deutsches Museum in Munich, so the Mercedes Museum has a fully working replica of it. It didn't appear to have any caster angle so I operated the steering tiller and found it to be very light indeed. I imagined it might be difficult to steer at its top speed of 10 mph without developing a bit of a wobble. Later, I discovered that the original car had crashed into a wall on one of its early demonstration runs. Then our guide told us we weren't allowed to touch any of the exhibits; but by then I already had - luckily he hadn't seen me step onto the Benz turntable!

You can see a replica of the original 1886 Benz being driven at:
<http://www.youtube.com/watch?v=VpdjHZelq2c&feature=related>

The original Benz car carried over a lot of bicycle design techniques, whereas Daimler's first car was more like a horseless carriage, and the chassis was made largely of wood. Daimler built the first motor bike called the Petroleum Reitwagen and he built some of the first petrol motor boats too.



The first motor bike



Petrol powered horizontal twin cylinder boat engine

Mercedes Benz parent company is Daimler-Benz AG which was founded in 1926 but surprisingly Karl Benz and Gottlieb Daimler never met. In the early 20th century, before they merged in 1926, both 'Benz and Co' and the 'Daimler Motor Society' were huge companies building between them bicycles, road cars, racing cars, lorries, fire engines, London buses, railway cars, aero engines and industrial engines.

The name Mercedes was first used in 1900 for racing cars built by Daimler to specifications set out by racing enthusiast Emil Jellinek. He named his racers after his 10 year old daughter Mercedes Jellinek and they were built by Wilhelm Maybach (now you know where that brand name comes from). Powerful and with a low centre of gravity, they quickly achieved success and in 1901 Daimler started selling cars under the Mercedes name.

As we walked down from floor to floor, the vehicles on display became progressively newer. The Mercedes from the 1930's were fabulous, and several were valued at over a million pounds.



Dashboard of Mercedes SSK (1928 - 1932)



Mercedes 540K (1937) Over £1 million today

After our visit, while talking with our hosts, we discovered that the German commentary told how Hitler had funded Mercedes' racing in the 1930's, and used their successes within the Third Reich's propaganda to publicise German superiority, but this bit of the script was omitted from the English language version!

They had several Mercedes 300SL Gullwings on display, and the standard seat trim was a beige and blue check cloth that is the spitting image of the traditional Burberry pattern that was created in the 1920's. So a little bit of British influence featured in this icon of the German motor industry. One of my favourite exhibits was the 1950's Mercedes Grand Prix transporter lorry. It had a 300SL engine detuned from 215bhp to 'only' 192bhp and its top speed was over 100mph. It wasn't used routinely, but it could get a Formula One car or a 300SLR sports car from the factory to a European race circuit very fast, either to replace a car damaged in a practice accident or to allow more time at the factory to fit last minute special parts to just one race car. The original transporter was scrapped in 1967, so the one on display is a replica built over seven years between 1993 and 2000. The only modification from the original is that the replica now has disc front brakes instead of the transmission disc brake of the original. Various scale models of this transporter are now available in 1:43 and 1:18 scale.

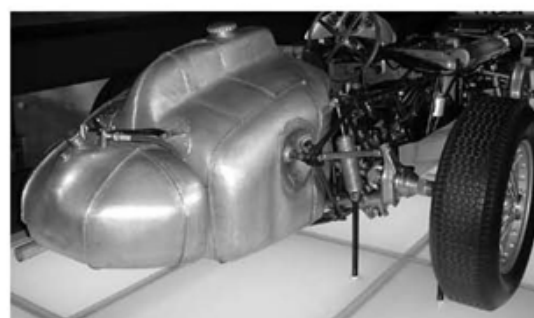
Nearly every vehicle in the museum was in stunningly good condition, and they have a full time workshop looking after them. Many of them are in full running order and are often seen at historic events.

A treat for me was to see the same 1964 Mercedes 300SE saloon that I competed against on the 1982 Lombard Golden 50 RAC Rally. It was driven on the Golden 50 by Eugen Bohringer, 1962 European Rally Champion, and one of my rallying heroes for his drive to second place on the 1965 Monte in a Porsche 904.

There is so much to see in this museum, right up to modern McLaren Mercedes Formula 1 cars, but I was interested to see the level of safety in a 1950's F1 car. The last photo below shows the fuel and oil tanks at the rear of the Mercedes W196, with one of the chassis tubes passing right through the fuel tank. The inboard drum brakes (which got quite warm!) are shrouded within a recess in the front of the tank just behind the driver's seat. And the driver's seat itself? - the cloth was Burberry pattern!



Mercedes 100mph transporter



Fuel tank of Mercedes W196

Peter Riddle February 2011

Miscellaneous



The London - Cape Town rally is back on!
<http://www.londoncapetownrally.com/>

Following the irritating cancellation down the *West* coast of Africa two months ago, Phillip Young's team have been working hard to find an alternative that avoids Al-Qaeda strongholds in the NW of the continent.

He has now defined a route that uses much of the *East* Coast, and our entry fee has now been paid up in full for this.

Important Information

- Depart House of Lords, 30th December 2011
- Expected to arrive in Cape Town (the clock tower at the water front) 27th January 2012
- We shall still strive to raise money for "Malaria No More":
<http://www.justgiving.com/AmazonCars>
- The rally has been granted the historically important moniker "World Cup Rally", the organisers having justified the challenging nature of this to rank with 1970's epic event.
- Our car
 - 1970 Volvo 144, 2litre twin carb
 - Mechanically ready to go today
 - Spending the next 11 months sorting the secure storage of
 - Spares
 - Tools
 - Consumables
 - Personal belongings (1 pr of socks, 2 shirts, toothpaste I reckon!)
 - Weight, as ever, is the killer (so we've got 11 months to burn off the Christmas excesses)

Thanks to all of you who have supported us & our chosen charities.

Richard Atherton (driver)
Rob Henchoz (driver & car preparation)
Emma Henchoz (manager)



2011 Ward Construction AEMC Stage Rally Championship – Round 1

Chelmsford Motor Club
TRS (Essex) Ltd Brands Hatch Stages Rally

LIST OF AWARD WINNERS

1st Overall 2 Awards

1 John Indri/Dave Engwell Darrian T90 GTR D 35:54

2nd Overall 2 Awards

5 Mark Straker/Simon May Darrian T90 D 37:01

3rd Overall 2 Awards

3 David West/Keith Hounslow Peugeot 306 Maxi Kit Car C 37:26

Class A

1 17 Aron Rayner/Stanley Graham Citroen AX 39:10

2 45 Ian Barnard/Will Barnard Vauxhall Nova 40:12

3 56 Christopher Newton/Anthony Newton Vauxhall Nova 41:58

Class B

1 41 Richard Davies/Gareth Wilcox Ford Escort MK2 38:05

2 33 Dominic Worsfold/Ian Waller Ford Fiesta 38:31

3 28 Tony Michael/Paul Barrett Honda Civic 41:07

Class C

1 4 Pete Rayner/Richard Bonner Ford Escort MK2 37:42

2 36 Paul Diamond/Steven Cox Ford Escort MK2 37:47

3 10 Leigh Armstrong/Chris Armstrong Ford Escort MK2 38:09

Class D

1 25 Alan Thistlethwaite/Micheal Klein Aston Martin V8 VRGT 38:56

2 30 Ian Hucklebridge/Gary Johnson Ford Escort 38:59

3 27 Peter Smith/Paul Smith BMW M3 E30 39:00

Class E

1 21 Eliot Dunmore/Susanna Keniston Subaru Impreza 39:39

2 32 Tom Roberts/Guy Trust Mitsubishi Evo 6 40:33

3 14 Justin Oliver/James Crook Subaru Impreza 40:59

Results Software (C)2011 V1 MCS - Issued on Sun.30 Jan 2011 at 18:22





Lincoln Motor Cycle & Car Club Ltd
The Bruce Robinson Rally - 12/13th February 2011

kindly sponsored by
MG Raw Motor Group

A round of the 2011 EMAMC, ANEMMC, ANCC and SD 34 Road Rally Championships
www.mgrawmotorgroup.co.uk - www.bruce-robinson-rally.co.uk - www.lincolnmotorsport.co.uk

Overall Results - Position Order

Pos	Car	Class	Driver	Navigator	Card 1	Card 2	Card 3	Total
1	5	1o/a	Ade Green	Ian Gibbins	01:46	03:12	06:41	0:11:39
2	8	1 E	Andrew Smith	Ali Procter	01:20	07:48	05:30	0:14:38
3	3	2 E	Martin Betts	Cath Woodman	01:07	03:04	11:42	0:15:53
4	19	3 E	David Wilkinson	Jonathan Stockdale	02:49	08:17	05:38	0:16:44
5	6	4 E	Nick Toplis	Sam Collis	01:27	08:07	08:23	0:17:57
6	2	5 E	Ian Ainsworth	Stewart Merry	01:46	05:21	10:53	0:18:00
7	17	6 E	Dave Quinney	Gary Evans	02:56	04:57	10:21	0:18:14
8	9	7 E	Simon Randall	Paul Davenport	02:08	09:40	08:52	0:20:40
9	25	1 S	Mick Smith	Rhiannon Wilkinson	03:13	09:42	08:19	0:21:14
10	16	8 E	Gavin Smith	Mike Petch	06:03	06:53	09:41	0:22:37
11	1	9 E	Guy Robinson	Charles Wheeldon	01:20	06:10	15:10	0:22:40
12	11	10 E	Stan Featherstone	Sasha Heriot	02:15	05:07	15:28	0:22:50
13	23	2 S	Dave Leadbetter	Kevin Ablitt	02:40	06:02	16:10	0:24:52
14	31	3 S	Colin Ladley	Bethan Blythe	06:03	07:52	13:21	0:27:16
15	12	11 E	James Tyson	Neil Harrison	03:10	13:24	12:17	0:28:51
16	28	4 S	Andy Smallwood	David Bell	03:36	11:45	15:07	0:30:28
17	15	12 E	Craig Burgess	John Pickavance	02:06	11:42	16:45	0:30:33
18	37	1 N	Gawaine Clark	Tom Dziadkiewicz	01:59	13:37	17:58	0:33:34
19	18	13 E	Gordon Popperwell	Brian Jaggs	03:24	05:51	25:21	0:34:36
20	24	5 S	James Vincent	Ross O'Brien	02:44	18:21	18:06	0:39:11
21	32	6 S	Karl Ruijsenaars	Herman Ruijsenaars	04:13	29:04	26:33	0:59:50
22	30	7 S	Geoff Goodwin	Ian Graham	02:08	33:42	27:17	1:03:07
23	35	8 S	Dave Broadley	Sam Spencer	03:05	31:01	35:32	1:09:38
24	36	2 N	Chris Walker	Dave Hunt	07:06	46:41	17:28	1:11:15
25	10	14 E	Phil Burton	Mike Ogram	03:12	10:46	1F 04:17	1F 0:18:15
26	27	9 S	Andrew Stewart	Roger Stoneley	1F 04:35	16:52	19:43	1F 0:41:10
27	40	3 N	Alex Green	Andy Darlington	03:58	1F 51:03	26:26	1F 1:21:27
28	42	4 N	John Bellworthy	Joseph Woodward	20:47	1F 39:03	1F 42:15	2F 1:42:05
29	20	15 E	Craig Bellworthy	Paul Gould	03:44	29:27	5F 24:17	5F 1:57:28
30	29	10 S	Dhiren Solanki	Chris Thorley	04:50	28:09	6F 57:59	6F 2:30:58
31	39	5 N	Chris Marr	Sally Picksley	04:47	13F 02:00	5F 33:19	18F 4:40:06

Retirements

4	Owen Turner	Bob Blows	Exhaust
7	Jonty Bloxham	Nick Bloxham	
13	Andy Nixon	Paul Taylor	
14	Ash Chapman	Dan Spittlehouse	None Start
22	Alex Kirk-willey	Craig Hardman	
33	Simon Taylor	Ian Faulkner	Suspension
34	Bob Ward	Karl Ellis	
38	Reg Walker	Sam Housley	
41	James Taylor	Joe Taylor	

2011 HANGAR 111 AEMC SPRINT CHAMPIONSHIP

This year is more about evolution rather than revolution with slight tweaks to rules to make them clearer and some extra classes to encourage more competitors.

We have introduced two classes for 'Standard Car' in the Road-Going category running on list 1A tyres only; changed the capacity break point in the Racing Cars category and introduced a class for Formula Fords. As always don't forget the essentials like a timing strut and your overalls and helmet. If you are looking to buy new overalls check the Blue Book as some of the specs are changing for 2012.

The Blue Book has many categories, but we have been able to amalgamate some of them otherwise there would have been so many classes that there would likely have been only one car in some classes. The resulting categories are Road-Going Series/Specialist Production Cars; Modified Series/Specialist Production Cars; Sports Libre Cars and Racing Cars.

Now for a few specifics for each category

A – Road-Going Series/Specialist Production Cars

Road-Going Series Production Cars are where the production numbers exceed 1,000 per annum and Road-Going Specialist Production Cars are where production numbers are between 20 and 1,000 chassis per annum. All cars must compete in road legal condition, with reverse gear operable at all times. Seat belts must be at least 3 point; tyres can be from either list 1A or list 1B and only pump fuel can be used. As for engines Road-Going Series Production Cars the cylinder block and cylinder head **must** remain in the original position and be of the original type and material. Induction is free, as are exhaust systems, but **must** remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. For Road-Going Specialist Production Cars, the cylinder block and head **must** be of a make and type produced in at least 1,000 identical units originally available through the normal commercial channels of a land vehicle manufacturer. For details on 'Standard Cars' see Appendix 2 cars below.

There are classes up to 1400cc, 1401 to 2000cc and over 2000cc all of which exclude 4 wheel drive cars and Appendix 1 cars. 4 wheel drive cars retain their own class.

Appendix 1 cars have two classes up to 1700cc and over 1700cc, examples of Appendix 1 cars are – Caterham; Westfield; Sylva; Fisher; Lotus 7, Elise, Exige and 340R; Vauxhall 220; X-Bow and similar types/derivatives of these cars.

Appendix 2 cars have two classes up to 1600cc and 1601 to 2000cc, restricted to two wheel drive using list 1A tyres. Cars are to be to manufacturers original specification, with modifications limited to safety items, along with replacement wheels and aftermarket exhausts (not manifold), no other modifications (body, brakes, suspension, transmission or engine etc) will be permitted.

B - Modified Series/Specialist Production Cars

A Modified Limited Production Car is one which **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 1000 vehicles within 12 consecutive months (vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from MSA). Modified Specialist Production Cars **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 20 chassis within 12 consecutive months.

All vehicles in this category must have roll cages fitted, at least 4 point seat belts, only pump fuel is permitted. After clarification by the MSA reverse gear is not required to be operable in this category.

The engine block must be externally identifiable as that fitted to the original model or specified option and it must remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. Additionally engines fitted to Modified Specialist Production Cars must be of a make and type produced in at least 1,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a land vehicle manufacturer. Numerous modifications are permitted, for details see full guidance notes or MSA Year Book.

Classes are up to 1400cc, 1401cc to 2000cc and 2001cc and over.

C – Sports Libre Cars

The following sub categories are allowed – Special Saloons, Hill Climb Supersports Chassis Cars, Sports Racing Cars, Group B Sports Cars (list of eligible cars is held by MSA), GT1 Sports Cars and World Rally Cars.

Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. There are various other restrictions including some relating to FIA regulations, please see MSA Year Book.

There are two classes up to 1800cc and 1801cc and over.

D – Racing Cars

Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. The various dimensions are shown in the MSA Year Book.

The requirements for this category have not changed, but the class split has changed to 1100cc.

We also have an additional class for Formula Ford racing cars. This year it is open to such vehicles of all capacities and ages, but each car must run to the championship regulations applicable for the year of manufacture.

I hope that helps explain the categories in Sprinting this year. Should you have any questions or wish to take part in the championship please get in touch. More detail can also be found on the AEMC web site www.aemc.org.uk

Chris Deal

2011 HANGAR 111 AEMC Sprint Championship coordinator

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