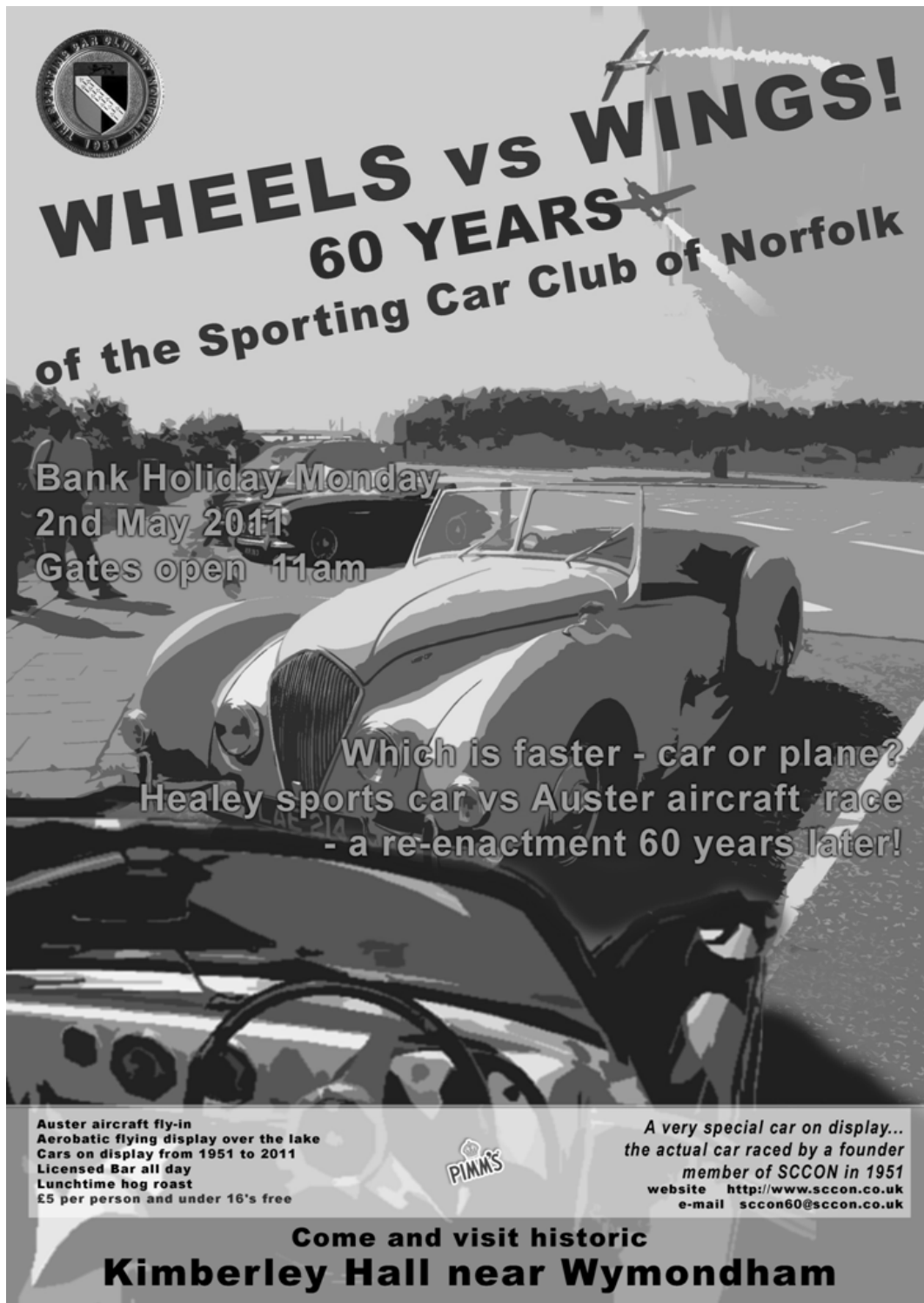



SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

March 2011




 **WHEELS vs WINGS!**
60 YEARS
of the Sporting Car Club of Norfolk

Bank Holiday Monday
2nd May 2011
Gates open 11am

Which is faster - car or plane?
Healey sports car vs Auster aircraft race
- a re-enactment 60 years later!

Auster aircraft fly-in
Aerobatic flying display over the lake
Cars on display from 1951 to 2011
Licensed Bar all day
Lunchtime hog roast
£5 per person and under 16's free

 *A very special car on display...
the actual car raced by a founder
member of SCCON in 1951*
website <http://www.scccon.co.uk>
e-mail scccon60@scccon.co.uk

**Come and visit historic
Kimberley Hall near Wymondham**

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Editor

Martin Newson
01502 716280

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

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

Contacts

President

Management Team

Chairman

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280

Vice Chairman

Howard Joynt
howardjoynt@googlmail.com
07917 060052

Club Secretary

Richard Johns
anna.richard@tiscali.co.uk
01692 538629

Treasurer

Lynne Wellbelove
lynnewellbelove@btinternet.com
01953 483640

Competition Secretary

Mark Annison
lorraine.annison@btinternet.com
01263 513052

Social Secretary

Howard Joynt
howardjoynt@googlmail.com
07917 060052

Membership Secretary

Julian & Sara Riley
01953 850808

Child Protection

Christine Newson
cjnewson32@yahoo.co.uk

Web / Chief Marshal

David Bell
percy@sccon.co.uk
01603 720871

Company Secretary

David Leckie
01603 893294

Committee Members

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

Included with this edition:

**Broads Explorer Classic Scatter
Entry Form**

**Kimberley Hall
Registration Form**

**Kimberley Hall
Advance Ticket Application Form**

**Clubmans Series Round 1
Regs & Entry Form**

Lyng Garage 12 Car

Friday 25th March

Start: Lyng Garage, Lyng

Finish: tbc

John Starsmore

I first met John when I was rail-roaded into being Safety Officer on the Midsummer Stages in the mid 70's. To say I knew him was not quite truthful. John was a very private man and very few people got close to him. I contacted Chris Willetts to have a chat with him about John, and we both agreed that John was one of life's genuine guys who were both friendly and unassuming.

John joined SCCON when he moved to Norfolk for work. When asked, he would just get on with it and needed no praise or reward. He had a genuine love of motorsport and like most of us of this age, he started rallying in a Mini and was a leading member of Lincolnshire and Louth Motor Club with whom SCCON had a close relationship in the mid 70's because of John.

He worked with me at Breckland District Council as a Draughtsman in the Surveyor's Department and when we needed plans for stage events, etc, John was our man! He spent hours producing stage maps and paperwork for multi-venue events - and this was before computers. His work was exceptional - he was a true hero.

John liked a pint or two and Abbot was his favored local brew when living in Dereham. On one of the Midsummer Stages, I recall meeting John and Brian Avery after doing a radio check on the Saturday morning prior to the event. We all had about 5 pints at lunch time sitting outside in the sun without food..... John was fine - I had to go home and sleep it off. He must have had more practice than me!

John was invited to be SCCON's President, which he accepted. However, he did not play a very active role within the Club on a day-to-day basis as he became ill and returned to his home in Lincolnshire. He did, however, keep in close contact and was aware what SCCON was about. Unfortunately John's health deteriorated further and he spent the latter part of his life in hospital where he recently passed away.

I am sure that I speak for all SCCON members and those Breckland colleagues who knew him. He was a very nice sincere guy whose qualities were an example to us all. We send our sincere condolences to his brother and all his Lincolnshire friends in their loss.

Chris More

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 April** for the next Natter & Noggin

Diary Dates

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.

Sunday 24th April
Clubmans Series Round 1
Brandiston PCA

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	David Bell
Monday 2 nd May	Kimberley Hall		Peter Riddle
Thursday 19 th May	AGM		David Leckie
Tuesday 24 th May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
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

Ramblings from the Chairman
March 2011

It is with much regret that I must report the passing of our club President John Starsmore.

John had been suffering with illness for some time.

I meet John several times and he was always friendly and willing to give first class advice. John was a very enthusiastic about every form of motorsport and always keen to see youngsters coming through into motorsport and to do well with his good advice. As a member of several car clubs I know he will be missed by lots of people. Our thoughts are with his family at this very sad time.

Just as we were completing the printing and collating the last newsletter we were off marshalling on the Britvic Enduro Rally in deepest Norfolk. Run by Chelmsford Motor Club with 47 crews starting on Saturday morning and finishing in the evening after some night sections.

There were 32 crews finishing at the pub after a long and quite damp day.

Some of the sections were quite rough and when the cars arrived at our section they were showing some signs of damage, but most entries seemed to be enjoying themselves.

Kimberley Hall Update:

The event is coming together but there are still a few gaps in the main attraction – the 61 car display made up of one car representing each of the club's sixty years.

A registration form is included – have you got a car that you would be willing to include in the display – changing by the day but at the time of writing gap years are:

1954, 1964 - 1966, 1970 - 1973, 1975 - 1978, 1981 - 1982, 1984 – 1998, 2000, 2002 – 2006, 2008 -2009.

Results can be found on the Chelmsford Motor Club web site.

Howard and Bernie's 12 Car ran well considering the very wet weather. As usual the event was sponsored by Chris Edwards and his Ideal Shop from Watton, thank you for your support Chris. What a surprise we all had at the finish, Chris managed to gain the support of the local Fish and Chip van that provided everyone with very nice fish and chips, hot or cold drinks. I think this was a brilliant idea thank you again Chris.

The other big surprise on the night was Trevor Addison and Andy Lawson winning in his latest purchase a Mazda RX8, and I must say a toughly deserved win for this team.

Kimberly Hall Update

Well this event appears to be growing as each day goes by and the general interest all around is like a snow ball rolling down a hill getting bigger with each turn.

Elsewhere in this newsletter you will find a small poster and another entry form for cars for the sixty years and to pre-book your tickets for the day (saving £1 per head).

April 24th Brandiston (Easter)

The weekend before Kimberly Hall we start the Clubman's series with the first round at Brandiston; the regs are enclosed with this

newsletter. We will be running a number of tests on the old airstrip; these will vary from the open and quick flowing to the tight and twisty, a challenge for everyone.

May 19th AGM

Again our AGM will be at the White Horse in Trowse. Please come along this is important and it is your chance to air your views. If you have any points that you think should be brought up please contact Dave Leckie so they could be added to the agenda.

Dinner and Awards Presentation

With all the events and functions we have planned this year we (the management) have decided to put the Dinner Dance and Awards to October. This will give us a chance to try and get even more of the club members there on this special night.

Next Month's Newsletter

In the next issue well include full details of the Kimberly Hall event, we do need you to come along and help us run and set up this event on Monday 2nd May. We will run a shift type set-up so you get a chance to look around this private stately home as well as helping the day be a big success. This is very important to the club, so please volunteer your services to Peter Riddle (or any of the management team) as soon as possible.

Sporting Car Club of Norfolk

THE SPORTING CAR CLUB OF NORFOLK LIMITED

Registered in England No. 1237978

Registered Office: 296 Holt Road, Horsford, Norwich, Norfolk NR10 3EG

Telephone (01603) 893294



Celebrating 60 years in Motor Sport

1951-2011

08 March 2011

Dear Member

SCCON Membership 2011/2012

As you will recall the Membership year for SCCON was altered at the last AGM to run from 1st April to 31st March each year. Despite it seeming that Christmas was last week we are now in March and renewals are due by 31st March.

Membership fees remain unchanged for a further year at **£14 for individuals and £18 for joint and family membership**.*. Please make cheques payable to 'Sporting Car Club of Norfolk'. If you would prefer to pay via internet banking the bank account details are **Sort Code 55-61-18 Account No 11252154**.

If you pay by bank transfer or by standing order **please** advise the membership secretary (via e-mail where possible) to ensure minimal delay in sending your membership card to you.

Please also advise of any changes to your address or other contact details.

2011 is the **60th Anniversary** of SCCON so there are lots of special events planned. Keep an eye on Spotlight to see when and where they are on. We look forward to seeing you at the various celebrations.

Kind Regards

Sara & Julian Riley

Tel: 01953 850808

E-Mail: membership@sccon.co.uk

Please send cheques to
SCCON Membership
18 Bond Street
Hingham
NORWICH
Norfolk NR9 4HA

* (For the avoidance of doubt - Joint membership applies to spouse or partners sharing a residence, Family applies to partners and children under 21 still living at home)

Sporting Car Club of Norfolk & Eastern Counties Motor Club



Broads Explorer Classic Scatter

Sunday 17th April 2011



The Sporting Car Club of Norfolk and Eastern Counties Motor Club, with the kind cooperation of The Broads Authority, are proud to welcome you to the Broads Explorer Classic Scatter. The event is open to cars of any age and aims to provide a fun day out for everyone. The start and finish will be at visitor attractions and the route will comprise of about fifty miles of quiet lanes in the lovely and largely unknown area north-east of Norwich. The places visited will include some of the highlights of the beautiful Norfolk Broads. The clubs will also be making a substantial donation to the East Anglian Air Ambulance from the entry fee.

The event will be mildly competitive with questions to be answered at each of the places visited. Obviously modern cars will have an advantage and to compensate for this the cars will be handicapped by age.

Please do not be put off by all the rules and regulations, the organising clubs are affiliated to the MSA and as such we have to abide by them.

Please come along and enjoy the day.



WHEELS vs. WINGS



**Bank Holiday Monday 2nd May 2011
At Kimberley Hall, Wymondham**

Celebrating 60 years of the Sporting Car Club of Norfolk



Re-enacting a race from over 60 years ago

The Sporting Car Club of Norfolk was founded in 1951. Around that time Johnny Wodehouse, the 4th Earl of Kimberley, 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 and Matthew flew his Auster light aircraft and the car won!

SCCON is re-enacting the race in reverse - from Newmarket to Kimberley Hall, ending with a big get-together open to everyone, so please come along:

Re-enactment of the car-versus-aeroplane race

Display of 60 cars: one for every year of SCCON

A fly-in for Auster aircraft of 1942-1960

Pimms and beer tent

Kimberley Hall and the gardens by Capability Brown - not normally open to the public

SCCON hog roast

Jazz band

Scalextric racing

Traditional ice cream

Model aircraft flying displays

A sports car that was raced by one of SCCON's founders in 1951 - the self-same car!

An aerobatic display over the lake by two Nanchang CJ-6 Chinese fighter-trainer aircraft



www.sccon.co.uk or e-mail info@sccon.co.uk

Adult entry £5 - Children under 16 free

From Wymondham follow the brown signs towards Barnham Broom

Gates open at 11am

Marshals Post

Past events:

Britvic – very disappointing turn out from the club for an event based on map 144. OK the weather was horrible and it was a Saturday afternoon but six bodies is a very poor show – remember the club does rely very heavily on the support of other clubs to run club events. Mentioned in dispatches Pat, Martin, Christine, Andrew, Howard & David although I think Jonathan, Graeme, Clare & Rob were also involved.

March Hare – thanks to Ian & Gill for flying the club banner

Woodbridge Gymkhana – thanks to Christine, Phil, Suzanne, David, Clare & Rob

Upcoming events – Brandiston PCA, Kimberley Hall & Snetterton PCA

Following the lead of our wonderful politicians I think the results of the March Hare need to be published but perhaps in a spot where they might not be noticed.

Not one of the club’s finest hours.

A report will be included next month.

Car	Class	Driver / Navigator	Fails	Mins	o/a	Club
1	E	Bob Baker / Brian Cammack	-	5	1	KLDMC
3	E	Mark Banham / Paul Haylock	-	12	2	KLDMC
5	E	Ed Haylock / Jamie Duckhouse	2	14	3	KLDMC
2	E	Alan Shrimpton / David Bell	4	34	4	SCCoN
7	E	Tony Duckhouse / Gary Zoller	7	19	5	KLDMC
9	N	Andy Congreve / Jasmin Congreve	5	32	6	KLDMC
12	N	Paul Brunton / Nick Wale	7	26	7	SCCoN
11	N	Paul Smalley / David Smalley	10	9	8	KLDMC
8	N	John Peterson / Julian Riley	13	31	9	SCCoN
4	E	David Leckie / Peter Riddle		OTL		SCCoN
6	E	Robert Aldous / David Mann		OTL		SCCoN
10	N	Jonathan Stimpson / Graeme Aldridge		OTL		SCCoN

I think I make that

KLDMC 53 SCCoN 19

A serious stuffing whichever way you look at it

Thanks to Stephen, Colin, Adrian and their merry band of marshals for putting on the event, we did enjoy it really!

2010 / 2011 12 Car Championship

All set up for a thrilling finish

With scores to be dropped five drivers and five navigators are in with a chance of overall honours

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 6 entries open on Wednesday 9th March and close on Friday 18th March

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 5

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
8	N	Trevor Addison / Andrew Lawson	-	-	1	
10	N	Graeme Aldridge / Jonathan Stimpson	-	1	2	1
5	I	Robert Aldous / David Mann	-	24	3	1
11	B	Mark Harries / David Daniels	1	1	4	1
9	N	Ant Liddle / Garth Collier	1	6	5	2
1	E	Emma Henchoz / Rob Henchoz	2	2	6	1
2	E	Alan Shrimpton / David Bell	2	6	7	2
3	E	Chris More / Ian Doble	3	3	8	3
6	N	John Peterson / Rob Cook	3	5	9	3
7	N	Paul Brunton / Nick Wale	4	-	10	4
4	I	David Leckie / Paul Swift	4	17	11	2

Very close again with crews from each of the classes featuring in the top 5. Thanks to Howard & Bernie for organising, Chris for sponsoring and all the marshals Bernie (Scrutineering), Chris (Start & Catering), Sara & Dan (TC2 & TC9), Pat (TC3), Martin (TC4), Howard & Bernie (TC5 & TC11), Mike (TC6), Simon & Wendy (TC7), Gordon & Lynne (TC8), Christine & Phil (TC10), Howard, Bernie & Sara (Results), Julian & Josh (Course Closer), Peter (DSO).

Championship Positions after round 5 (top 12):

o/a	Driver	1	2	3	4	5	6	Total
1	Robert Aldous	7	8	10	11	10		46
2	Chris More	10	10	8	10	5		43
3	Ant Liddle	11	3	11	9	8		42
4	Trevor Addison	9	4	9	7	12		41
5	Alan Shrimpton		11	12	12	6		41
6	Paul Brunton	6	6	7	5	3		27
7	John Peterson		12	6	4	4		26
8	David Leckie	6	7		8	2		23
9	Graeme Aldridge		9			11		20
10	Jonathan Stimpson	12			6			18
11	Emma Henchoz		6	4		7		17
12	Peter Riddle	8			8			16

Navigator	1	2	3	4	5	6	Total
David Mann	7	8	10	11	10		46
Ian Doble	10	10	8	10	5		43
Garth Collier	11	3	11	9	8		42
David Bell		11	12	12	6		41
Andrew Lawson	9		9	7	12		37
Nick Wale	6	6	7	5	3		27
Rob Cook		12	6	4	4		26
Jonathan Stimpson		9			11		20
Rob Henchoz		6	4		7		17
Katy Leckie	7	7					14
Brian Marquis	12						12
Sara Riley	5		5				10

Your Ideal Shop 12 Car

Ian Doble

Starting at Scoulton Village Hall this is the annual offering organised by Howard and Bernie with the generous support of Chris Edwards. The generally fine afternoon deteriorated into a very wet miserable experience for our hardy band of marshals who comes out to manage the clocks for our entertainment and a big thank you to all of them for their support also.

What a night! Howard and Bernie put on a great evening's entertainment over what is really a difficult part of the map. The best area of terrain being out of bounds thanks to the MOD but they managed to string together a fine route with straight forward navigation that managed to catch out most of the crews at one time or another.

With start formalities completed and a crew briefing that gave notice of the fact there would be a Driving Standards Officer (DSO) observing our progress it was soon time for the off. The first handout for the Experts was a series of junction departs in reverse order. A string of four RTs soon had us guessing as the second one could be an OS (straight on). We were running Car 3 with Alan and David at #2 while Emma and Rob in their left hand drive Volvo PV had the #1 spot. I think Rob was struggling with something as we soon nipped passed them while they were "thinking".

TC2 soon appeared just north of Ovington and we were about 3 minutes early. With some social chit chat with Sara at the Control and a casual "can we go?" received and off the cuff "yes" – we were gone! Talking to Sara at the Finish she had realised her mistake a millisecond after we left and then had to explain her error to David and allowed them to

leave also! I can't remember where we managed to get in front of them?

I'm a bit vague about the order of things next, but I think Alan and David nipped past us while I'm trying to sort out the squashed grid lines to the next Control up near Bradenham where Pat Ward is marshalling. Low and behold we are a few minutes early here again and a casual "can we go" gets a "Yes" so we are gone – again! Next we have a straight-line all roads herringbone to just south of North Pickenham. It's very useful that Chris knows the roads around here as just a few instructions allow him to get on without any interference from me. Trouble is he gets in front asking "do we go up so and so lane" and I have to respond – "don't know yet I haven't go that far"

Anyway when we get to TC4, manned by Martin, we have to wait for our proper time to come along and everyone gets back into the correct order – I think? Martin had some excitement finding the Control apparently and was only there 90 seconds before us. Apparently the Rover has a tendency to over-steer occasionally!

TC4 to 5 is 16 tulips, some without "heads and tails" in a numbered random order. I get stuck at the 6th one and cannot work out where to go so we need to stop while I work it out from TC5 backwards which wastes a bit of time. Again Chris's local knowledge helps as I only have to describe roughly where we are going and he says "Ok I know" and I can sit back and relax with the occasional "left here". This is going too well as we are in plenty of time at the Control and we can have a chat with Bernie and Howard.

The next section is a single line

route tracing very thoughtfully provided on tracing paper. There are no hints as to which way to go, but I get lucky and drop it straight onto a likely route and plotting the TC6 map reference confirms it. We are heading down to Little Cressingham and "The Arms" before going back north towards Saham Toney. The excitement here is that the road is totally flooded outside Saham Hall and the PV has drowned out. I guess Emma does not like lifting off for the water, so her escapades on the East Anglian Classic last year have not dampened her enthusiasm obviously! Excuse the pun it just happened. I must admit to feeling a bit guilty when both Car 2 and 3 squeezed up the verge to get passed without an offer of help. It seems these 12 cars are quite competitive in the Expert class – but all very friendly.

There is now a short Neutral section to transport us to the south of Watton and the second half of the event and lady luck decides to leave the car for pastures new.

Coloured road junctions from TC7 to 8 – no problem and after a couple of miles we are in convoy with Alan and David again tootling along with plenty of time. I say "turn left" and Chris says "they are carrying on". Mild panic sets in. There are four combinations of RY junctions and we need to turn left at the 4th, which is what I remember working out, but when I look closely at the map we have turned off at the 3rd one – why – must have been another senior moment. Even though we waste a couple of minutes retracing our steps we still manage to get into the Control on time and then it's into the section that really upsets the applectart.

A mixture of grid lines and a map reference to send us through Great Hockham, literally, and then

via the LWT on Hockham Heath to finish on the yellow south of East Wretham camp. Sounds easy saying it now, but these senior eyes could not sort out how many times the A1075 crossed grid line 95. You try it; it's Ok on the kitchen table but not so easy in the car with a potti even with an LED bulb. It had not helped that I had also mis-plotted the map reference to be 94859225 instead of 94859250, which put it close to the yellow leading out of the village. The end result being that we travelled the wrong way down the "correct" white into the village instead of out of it, and this cost us two fails although we did not know it at the time. Next we had to get into the entrance of the Hockham Heath yellow from the A1075 at sh37 so we explored the white just to make sure there wasn't another entrance with pc boards and we ended up on a footpath! I didn't think there was one, but after my so called local knowledge cost us a fail on the last event I wasn't taking any chances. All goes Ok for another mile or so and then I realise "my" route through East Wretham may not be the shortest one, so 100yds before we enter the next Control I ask Chris to turn around and go back to look for some PC boards. All a bit difficult as rally traffic is coming, including Alan and David – but they should have been in front – hmm. We whiz around the other way and there aren't any boards so we end up dropping 3 minutes. Not too bad really considering the messing about.

We set off for TC10 at the same time as Paul and Nick in their Ka. As we follow them turning left onto the A road they suddenly slow and Chris nearly collects them, but just manages to swerve around them and get by. Talking to Paul at the finish his

car just "died" on him momentarily, which was as much of a surprise to him as us!

There were only 4 junction departs to the next control, but it took me a little while to sort it out as I double checked for possible mistakes, so by the time I was on the map with Chris we were well on our way along the fairly featureless yellow and I can advise that the 30 right in GS 9589 by the buildings is a lot tighter than it looks and requires some respect and so I thought we were at the next one in the GS 9689 when in fact we weren't. As you can tell I was not a lot of help to Chris along here and to top it all we also drove passed a PC board somewhere along here too! Back near sh39 apparently – so hence our third fail of the night.

The final section of 8 miles was defined with a mixture of spot heights, but not all of them, and map references, so it was a little "naughty" trying to decide which ones to use and not to use which all helped to create some doubts.

Coupled with some more of H & B's buried code boards the fairly straight forward route was full of possible "problems". The final control was soon in sight but we were mindful of code boards just around the final junction, but none this year, and we booked in with no more time loss. Our Timecard was soon handed in and I had forgotten to count up our code boards, so I was little out of the "navigator's chat" at the finish with comparisons of 26, 27 or 28 boards. Not to worry we had another very enjoyable night. Chris missed the results, thankfully, because he was out early the next morning to go to Stoneleigh, so when we were classified 8th his day was not spoilt, although I did leave him a message on his voicemail at midnight! The finish

was dominated by the mobile fish and chip shop that Chris had organised for our refreshment. What a good idea, and they were really tasty and fresh, thank you Chris.

Results were soon announced and I think it's fair to say that all the experts were left reeling at their combined performances of 6th, 7th and 8th overall. At least H & B had the order of seeding in the class correct!

Now before I finish I think I should mention the activities observed by the DSO. To say we all had a major bo**ocking by our club Chairman seems to sum it up well. Strictly speaking everyone could have been excluded for one reason or another so it seems our driving habits have deteriorated over the season. With this thought in mind we shall be having further scrutiny on the next event, and this time it won't be a telling off that we get for misbehaving so forewarned is forearmed.

So that's the end of Chris and my competitive 12 car season this year. We just have the Lyng Garage to organise on behalf of our very generous sponsor, Denis Ward. We both look forward to this and get as much enjoyment from the organisation as competing so we hope to be able to set a challenging and enjoyable nights entertainment for everyone.

See you all again on the 25th March.

Now where can I buy a High Intensity Discharge Xenon bulb for my Potti?

Ian Doble
1 March 2011

Road Rallying February Round Up

February saw the start of the 2011 Regional Championships, with Hugh's car still sulking after last year's eventful trip to Cumbria; I have turned to the small ads in the hunt for a ride. Two Nat B events (Bruce Robinson - Lincolnshire and Ryemoor Trophy - North Yorkshire) plus one local 12 car Your Ideal Shop (SCCoN) with Alan.

Bruce Robinson – 12th / 13th February

The first round of the EMAMC, ANCC and ANEMMC Championships, starting in Louth, finishing just outside Lincoln, maps 113, 121 & 122 and my first taste of Proton power having teamed up with Andy from Beverley & DMC.

The event has gone from strength to strength over the last few years and ran with a full entry. The time card and final instructions promised a 'busy' night, lots of 4 & 5 minute sections and lots of hand outs. Also on offer were several 'off road' sections complete with a Preston style Road Book. The off-road sections ranged from a couple of miles of farm tracks at South Elkington and Willingham Hill to longish thrashes around Ludford and Wickenby airfields plus the airfield and kart track at East Kirkby. The off road sections are very popular and the organising team had obviously invested a massive amount of time and effort in setting them up.

The pre-event briefing promised intense navigation along with a strong hint that guessing the route was likely to end in tears.

Never really came to terms with the event finding the navigation time consuming rather than difficult with many NAM junctions (many within 20 or 30 yards of the section starts) and all selected to make plotting difficult. Dropped the

odd minute here and there: nothing major but enough to put a decent result out of reach.

Made it round with no dramas although the reaction of one or two of the top navigators to being caught out by the organisers was initially amusing but turned a bit sour post event.

Did what it said on the tin and with the proposed rule changes for 2012 is probably the way a lot of events will have to go to ensure a result. The off road sections were run as regularities which will not be allowed in 2012. They could be run as standard sections timed to the second but the local RLO has the final say and they will probably not be allowed in Lincolnshire.

This may all be irrelevant for next year anyway (see later).

Your Ideal Shop 12 Car – 25th February

Fifth round of the clubs 2010 / 11 12 Car Championship sponsored by Chris Edwards and organised by Howard Joynt & Bernie Fox supported by another good turnout of entries and marshals.

Another first class event which certainly put the experts in their place – straight forward navigation and a good route – Howard & Bernie proved that you don't need Mensa type navigation to catch out crews!

Ian has covered the event in his report, just need to include a few words laying out the case for the defence covering my fall from grace. All went well until TC8 and then the wheels came off although I didn't realise how badly until the finish. String of numbers defined the route from TC8 to TC9 correctly interpreted as a string of grid lines and one six figure grid reference. Correctly plotted the

reference but then my organiser's hat came out of the bag and I managed to make the navigation fit the route I would have set – pretty poor excuse really!

Completely ignored the possibility of the Great Hockham loop (costing two boards) and then wasted several minutes 'looking' for a board on the approach to Hockham Heath. Not content with this impressive show of incompetence I then had Alan driving around East Wretham in ever decreasing circles looking for another non-existent board!

Two boards on the next section and we were quite lucky to spot them, in our team code board spotting is one of Alan's tasks – we were lucky to spot the first one and very, very lucky to spot the second one!

Still time for another show of incompetence, read far too much into the last bit of navigation resulting in another largish wrong slot due to yet another board hunt!

You can tell when crews have had a bad night when they don't bother counting boards or time dropped before handing in time cards.

Disappointing night for the Experts but it has opened up the Championship with 5 drivers and 5 navigators in with a chance of overall honours.

Can't really finish without making a DSO related comment. I appreciate that driving standards are very important and need to be policed BUT how they are policed is also quite important. On a plot & bash event there is a lot of stuff happening inside the car most of the time and under certain circumstances this stuff gets a bit complicated and things need to be prioritised and not necessarily in the order that would satisfy a

DSO. However the circumstances requiring this prioritisation could and should be avoided.

Roll on the Lyng Garage.

Ryemoor Trophy – 26th / 27th February

The second round of the EMAMC, ANCC and ANEMMC Championships, starting and finishing in Malton, maps 100 & 101 and my second taste of Proton power having teamed up with Paul from Malton MC.

Completely different event to the Bruce Robinson with very little off-road mileage and long sections (standard and regularity). Also with an eye on 2012 the organising team came up with a regularity section run to the new rules around Oliver's Mount in Scarborough.

According to the new rules a regularity section cannot be longer than 2 miles. The finals stated that the section would be timed at 25 mph with penalties for early and late arrival. At the start (Mere Hairpin for those familiar with the circuit) we were given the distance (1.9 miles) and left to calculate our due time while pootling around the circuit. 4 minutes and 34 seconds was the time calculated – and we were late – 19 seconds to be exact. The combination of a Google Earth map (white on light green) and several NAM code boards was just enough to make it a lot harder than it should have been! An interesting rather than exhilarating experience, don't think it will catch on.

The route headed east from Malton to Scarborough with a long standard section along the Wolds running parallel to the south of the A64, Oliver's Mount and then a long standard section west from Scarborough to Pickering north of Wykenham Forest down Trouts Dale. I dropped a rather large b*ll*ck on this section and never really recovered. The organisers

had laid out a test around Pickering Showground, I'm sure it looked fine in daylight but proved a tad tricky in the dark with cars circulating in all directions looking for code boards, entertaining but not too popular. Into Pickering for petrol and then onto the meat of the event over the North Yorkshire Moors.

The second half was basically made up of four regularities, Spaunton Moor, Cockayne, Scawton Moor (including Riveaulx white, Caydale Ford and White Horse Bank white) and Yearsley Moor (starting off through the 'hole in the wall' at Newburgh Priory – one for the locals). The first regularity contained several Preston type 'dead' sections one of which was at the bottom of Rosedale Bank. The weather had turned surprisingly cold and the roads over the moors were treacherous, we struggled to get up Rosedale Bank and proceeded very cautiously. The combination of 'dead' sections and icy roads meant many of the Novices had to cut.

The Scawton Moor section was memorable for being defined by the longest herringbone I've ever had the pleasure to be given, not only the longest but one set in a very small font to allow it to fit across a page – not really what you need at 4 am!

Made it back to the finish in one piece: my brain fade on the section out of Scarborough costing us a decent result.

February has been a tale of three pieces of navigation.

The Bruce Robinson – Route Card 20 handed out at STC43 which caused absolute carnage, embarrassed many very experienced navigators and has probably resulted in the loss of a very good event from the calendar! At the pre-event briefing the CoC warned everyone to make sure that they had the route on the map

before setting off, guessing the route would end up with heavy penalties. Now I have a theory that the top navigators basically look at the map and guess the route before getting a hand out – mostly this works with the odd wrong guess just one of those things. 4 minute section to STC44, a grid of numbered map features That's the easy bit, now factor in 4 am, reverse numerical order starting at 500 in decrements of 15, most of the map features are green dots and the note that not all the map features to be crossed are shown in the grid, recipe for mayhem. Car 1 dropped 11 minutes, car 2 9 minutes and so on down the entry list. Apparently top navigators think parking up at the first junction to plot is something only Novices do – we parked up and still dropped 5 minutes. Adding to the embarrassment was the fact that there were only three junctions on the correct route. Well the toys came out of the prams and the organising team got a right slagging off on the public forums mainly from the very embarrassed top navigators. After sitting back absorbing this flack the organisers took the rather obvious decision that they weren't going to go through this again and will not be organising the event next year. Shame really, nobody likes criticism but there are ways to present constructive comments and a public forum is not one of them.

Your Ideal Shop – well covered elsewhere.

Ryemoor Trophy – Route Card 8 handed out at RTC8. Nothing difficult, a grid of map features and grid lines, just something that turned my brain to mush – perhaps my rally navigation grey cells have past their sell by date. The section started off badly as we arrived late at the RTC after travelling through the middle of Scarborough – our minute had gone and the car in front was being processed meaning that we were already over a minute down

before we'd even started. It just got worse ending up dropping 7 minutes – an absolute lifetime on a Standard Section which 75% of the field cleaned. Just one of those things, also puzzling that the only other car we saw was a police car (he seemed to know where he was going – should have followed him) until we were almost at the end of the section. We were running mid-class so I don't know what everyone else was up to, unless they sneaked past while I was buried in the maps.

One thing worth a mention following my ride round with Paul. At each control he religiously performed a Stop and Give Way at

the Control Board before driving up to the marshal. This practice is encouraged by Malton MC after one or two near misses on 12 cars between competitor cars and even worse marshals and their cars. This seemed a good idea to me and something for discussion at a future management huddle, obviously not a good idea if being followed closely!

Assuming that both Nat B events run next year under the new rules, Bruce Robinson would have to lose the airfields but their nadgery navigation would still produce a result, Ryemoor Trophy would have to lose the Pickering Showground section but I can't

see any problems changing the regularity sections to standard sections timed to the second, the way they were set up would still ensure a result although the entry fee would probably have to be increased.

The DSO issue on our 12 cars may not be an issue after the end of 2011 as unless 12 cars are exempt from the new rules then the 2011 November 12 car may be the last one we organise.



2011 Clubmans Championship

New Year – New Name

Replacing the Summer Series Championship but the name is all that has changed

Round 1 – Sunday 24th April

Brandiston Production Car Autotest

Sealed surface with a couple of Autotest style tests and if all goes to plan something a little different that should give the passenger an opportunity to contribute

Regs & Entry Form should be included

Round 2 – Tuesday 24th May

Snetterton Production Car Autotest

High quality sealed surface Autotest

Big changes at Snetterton, the skid pan has gone but the paddock area has grown and with the move to a Tuesday the club should have access to a large area of tarmac

For those that have not experienced a club Autotest at Snetterton although the entry fee may appear high you do get quite a bit for your money:

Use of Tyrrells Restaurant
Paramedic coverage
Use of all the usual race circuit facilities

Get your entries in ASAP – entries limited to 20 – prompt 6pm start due to the strict 8pm curfew

Miscellaneous

FOR SALE

Gill's Audi TT is up for sale. This car is in immaculate condition and is "as new" inside and out.

Last year before we went on holiday we had the cam belt replaced and a new water pump fitted as recommend by Audi and we were going to sell it when we came back, but on the first day within 2 hours of starting the holiday, I broke the rear window in the soft top by accidentally lowering it onto my laptop computer and this meant it had to have a new soft top fitted! As you can imagine Mrs D was not best pleased driving around Northumberland with a piece of worn scratched Perspex held in with a dozen M6 nuts and bolts and tank tape to seal it on her pride and joy!

When we returned and after much discussion with East Bilney Coachworks and Direct Line insurance, and parting of more money from us, we managed to have a genuine Audi soft top fitted as a replacement.

A point to note here for everyone; don't assume you will have genuine original manufacturer parts fitted to your car by your insurance company after an accident. In the small print they ensure they can fit the bits they can get the "best deal" on.

Anyway, I was worried it would not be as good a fit as the original one, but it has turned out absolutely grand, and now looks much better than the old one as there are no tell tale wear marks from being folded down. More importantly it does not leak or suffer from wind noise.

Last years saga does not end there. I noticed a tiny corrosion blemish on the passenger door while away so took it into Robinsons for a repair under warranty. They re-sprayed the door and replaced one of the door seal mouldings and then gave the car an all over polish. The body-shop guy remarked on the excellent condition of the car, especially noting that the wheels were unmarked with no evidence of kerbing. I hope I'm not talking that up now!

So why are we selling it you ask when it is apparently so good. Well simply we have become bored by it and wanted to go back to an old favourite MG. Gill would have been happy with an MGBGT but I wanted the six cylinder engine and to have something that I could "play" with without the need of a laptop computer to re-boot it. So here we are now with an MGCGT and not enough garage space. The price reflects the condition of the car and not the traditional "Buyers Guide". So if you want a lovely red roadster for the summer here it is – as good as new for a fraction of the price! Full details follow;

Audi TT Roadster 1.8T 2wd (150bhp)
November 2004 - 40,200 miles
MOT to November 2011.

Full Robinsons Audi Service History; bought ex
demo at 6mths old
New cam belt & water pump June 2010
New Audi soft-top July 2010
Audi Radio, 6 CD, & tape player
Tonneau Cover – as new never used.

Immaculate interior – but not leather
Remote Central Locking, Air Conditioning.

£8900

Contact: Ian or Gill Doble
01603 759528
imd.puresport@btinternet.com





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	

Overall Results at the Finish

The Britvic Endurance Rally - 19th February 2011

Pos	Car	Penalty	Class	Driver	Club	Chmp	Navigator	Club	Chmp	Car	CC
1	2	9039	1 1	Dale Glover	Kings Lynn & DMC		David Peters	S&S CC	ERRC	Vauxhall Nova SRI	1400
2	1	9182	2 1	Owen Turner	Chelmsford MC	ERRC	David Smoley	Ilkley		Rover Metro	1397
3	10	9316	1 3	Ash Chapman	Mid Derbyshire	ERRC	Sasha Heriot	Mallock		MG ZR	1396
4	3	9487	3 1	Richard McLachlan	Ross & District MSC	ERRC	Eddie Clough	Ross & District MSC	ERRC	Rover 214	1396
5	15	9549	2 3	Matt Endean	Chelmsford MC & 70ak	ERRC	Chris Bowden	Chelmsford MC	ERRC	Rover 200	1396
6	22	9728	3 3	David Lobb	Chelmsford MC	ERRC	Jim Bowie	Chelmsford MC	ERRC	Vauxhall Nova	1400
7	6	9838	4 1	Andy Baker	Quntton		Richard Hage	Eastwood & DMC		Rover 200	1396
8	16	9885	5 1	Andy Lane	HRCR	ERRC	James Aldridge	Chelmsford MC		Rover 214	1396
9	32	9930	4 3	Simon Ayris	Oxford	ERRC	Alan Smith	CSMA		Vauxhall Astra	1400
10	13	9975	5 3	Andrew Lees	Owen MC/Dolphin MC	ERRC	Simon Lassam	Oxford MC	ERRC	Vauxhall Nova SRI	1396
11	31	10273	6 1	Paul Heal	S&S CC		Matt Heal	S&S CC		MG ZR	1400
12	24	10351	6 3	John Taylor	S&S CC	ERRC	Richard Arnold	Southsea	ERRC	Rover 214I SE	1396
13	5	10364	7 1	Rob Reynolds	Southsea MC		John Stringer	Southsea MC		Rover 200	1396
14	19	10421	8 1	Peter Self	S&S CC	ERRC	Mike Gray	S&S CC	ERRC	MG ZR	1400
15	34	10470	7 3	Richard White	Chelmsford MC		Rob Henchoz	Chelmsford MC		MG ZR	1400
16	18	10502	9 1	Alastair Barnes	Chelmsford Motor Club		Bill Hitchcock	Oxford MC		Peugeot 106 Rally	1296
17	28	10592	8 3	Ed Scott	Chelmsford MC	ERRC	Rich Baker	Chelmsford MC		Peugeot 106 Rally	1300
18	27	10662	10 1	Richard Atherton	Chelmsford MC		Andrew Dadswell	CSMA		Rover 200	1396
19	47	11085	1 5	Matt Smith	Chelmsford MC		Ian Graham	Kings Lynn DMC		Austin Maestro	1275
20	40	11149	9 3	Peter Engel	Ross & District MSC/H	ERRC	John Conboy	Chelmsford MC		Daihatsu Sirion	1300
21	43	11263	2 5	Dave Axford	Tavern/WSM/MC	ERRC	David Thorpe	Tavern/WSM/MC	ERRC	Vauxhall Nova SR	1289
22	7	11297	11 1	Ian Mephram	Chelmsford MC	ERRC	Samm Keeley	Chelmsford MC	ERRC	Peugeot 106 Rally	1294
23	36	11470	10 3	Suze Endean	Chelmsford MC & 70ak	ERRC	Richard Brooks	Southhams MC	ERRC	Nissan Micra	1275
24	39	11542	11 3	Peter Brewerton	Chelmsford MC		Paul Brewerton	Chelmsford MC		Rover 214	1396
25	41	11991	12 3	Paul Collins	Chelmsford MC		Kevin Ablitt	Chelmsford MC	ERRC	Citroen ZX	1360
26	42	11991	3 5	Allan Edmondson	HRRCR		Elliott Edmondson	HRRCR	ERRC	Rover 214Si	1398
27	38	12973	13 3	Clive Martin	Carlton & DMC	ERRC	Anji Martin	Carlton & DMC	ERRC	Ford Escort	1298
28	37	14018	14 3	Charles Thompson	Chelmsford MC	ERRC	Alex Jakes			Ford Super Puma	1388
29	44	15907	4 5	Chris White	Tavern/Chelmsford MC		Doug Ryall	Chelmsford MC		Rover 25	1396
30	29	18394	15 3	Steve McIlroy	S&S CC	ERRC	Alex Woodward	S&S CC	ERRC	Peugeot 106 Rally	1294
31	46	22898	5 5	David Banner	Pembrokeshire	ERRC	Tom Banner	Pembrokeshire	ERRC	VW Polo 1.4 16V	1390
32	17	23445	12 1	Rob Evett	Oxford		Michael Evett			Vauxhall Nova SRI	1389

Final

01:48

Malton Motor Club - Ryemoor Trophy Road Rally 2011

Final Overall Results in Position Order

Car Num	Cls	Crew	Car	Total Penalty	Cls Pos	O/A Pos	Diff from Leader	Diff from car ahead
1	M	Steve Retchless/ Iain Tullie	Ford Escort	15:59	1	1		
2	M	Simon Randall/ Sasha Heriot	Proton Coupe	18:20	2	2	+2:21	+2:21
6	M	Jason Straker/ Sam Collis	Escort Mk2	22:36	3	3	+6:37	+4:16
4	M	Pete Tyson/ Neil Harrison	Mini Cooper s	30:37	4	4	+14:38	+8:01
5	M	Malcolm Holdsworth/ Richard Holdsworth	Honda Civic	30:46	5	5	+14:47	+0:09
9	M	Stan Featherstone/ Cath Woodman	Peugeot 205	31:41	6	6	+15:42	+0:55
3	M	Ade Green/ Ian Gibbins	Proton Satria GTI	36:05	7	7	+20:06	+4:24
11	E	Phil Burton/ Mike Petch	Proton Satria GTi	39:10	1	8	+23:11	+3:05
15	E	Paul Metcalfe/ Stuart Wright	Mini Sprite	39:21	2	9	+23:22	+0:11
16	E	Adam Campbell/ Simon Taylor	Peugeot 205 GTI	39:56	3	10	+23:57	+0:35
12	E	David Wainwright/ Yvonne Wainwright	Rover 200 Vi	43:11	4	11	+27:12	+3:15
13	E	Jonathon Webb/ Andrew Fish	Subaru Impreza	44:07	5	12	+28:08	+0:56
18	E	Paul Rowland/ David Bell	Proton Coupe	46:10	6	13	+30:11	+2:03
8	M	Andy Nixon/ Jerry Hettrick	Ford Escort	48:29	8	14	+32:30	+2:19
33	N	Gareth Frank/ Dick Wardle	Vauxhall Astra	48:47	1	15	+32:48	+0:18
23	E	Richard Oxley/ Simon Bentley	Proton Compact	49:30	7	16	+33:31	+0:43
7	M	Deg Burton/ Mike Ogram	Proton Satria GTI	58:42	9	17	+42:43	+9:12
17	E	Tony Harrison/ Paul Taylor	Proton Compact	58:59	8	18	+43:00	+0:17
26	E	Clint Eade/ John Turnbull	Proton Satria	1F 47:18	9	19	+1F 31:19	+27:34:59
30	N	Paul Scaife/ Simon Scaife	Vauxhall Chevette	1F 2:18:05	2	20	+1F 2:02:06	+1:30:47
34	N	Chris Walker/ Dave Hunt	Citroen Saxo	2F 41:44	3	21	+2F 25:45	+26:10:19
36	N	Sam Wainwright/ Will Retchless	Proton Satria	2F 49:06	4	22	+2F 33:07	+7:22
29	N	Tom Spencer/ Sam Spencer	Vauxhall Corsa	2F 1:16:23	5	23	+2F 1:00:24	+27:17
14	E	Craig Bellworthy/ Satish Khakhar		2F 2:27:31	10	24	+2F 2:11:32	+1:11:08
25	E	Alex Green/ Mick Fern	Proton Satria	3F 40:05	11	25	+3F 24:06	+25:59:14
27	N	Andy Smallwood/ Alex Lee	Proton Coupe	3F 45:41	6	26	+3F 29:42	+5:36
19	E	Ian Beech/ Ian Graham	Nissan Micra	4F 44:08	12	27	+4F 28:09	+27:45:07
20	E	Dave Broadley/ Herman Ruijsenaars	Lada Riva	4F 1:21:31	13	28	+4F 1:05:32	+37:23
21	E	Simon Boardman/ Steven Butler	Proton Compact	4F 1:35:41	14	29	+4F 1:19:42	+14:10
31	N	Andrew Burns/ Roger Stoneley	Proton GTI	5F 1:31:45	7	30	+5F 1:15:46	+27:42:44
28	N	Jon Hill/ Michael Pears	Vauxhall Corsa	8F 2:20:49	8	31	+8F 2:04:50	+3F 49:04
22	E	Chris Faulkner/ Trevor Faulkner	Ford Escort	8F 2:39:56	15	32	+8F 2:23:57	+19:07
32	N	Steve Mitchell/ Ian Mitchell	Renault Clio 172	9F 2:14:09	9	33	+9F 1:58:10	+27:20:53
35	N	Reg Walker/ Sam Housley	Peugeot 205 GTI	12F 3:08:17	10	34	+12F 2:52:18	+3F 54:08

These results became Final on Sunday 27th February 2011 at 7:30am

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