

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

April 2011



Paul & Nick

Loughborough Morning Mist Rally

5th / 6th March

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Included with this edition:

**Kimberley Hall
Registration Form**

**Kimberley Hall
Advance Ticket Application Form**

**Clubmans Series Round 2
Regs & Entry Form**

AGM Agenda

AGM

Thursday 19th May

The White Horse Inn, Trowse

NR14 8ST

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

Sunday 17th April
Broads Explorer Classic Scatter

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

Sunday 24th April
Clubmans Series Round 1
Brandiston PCA

Monday 2nd May
WHEELS vs. WINGS at
Kimberley Hall

Wednesday 4th May
Management Meeting at the
Ugly Bug Inn, Colton

Thursday 19th May
AGM at the White Horse Inn,
Trowse

Tuesday 24th May
Clubmans Series Round 2
Snetterton PCA

Wednesday 1st June
Management Meeting 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

Tuesday 24th May
Clubmans Series Round 2
Snetterton PCA

Saturday 18th June
Norwich Forum

Sunday 19th June
Midsummer Classic &
Vintage Car Run

Thursday 23rd June
Clubmans Series Round 3
Tibenham PCA

Saturday 16th July
Snetterton Charity Car Push

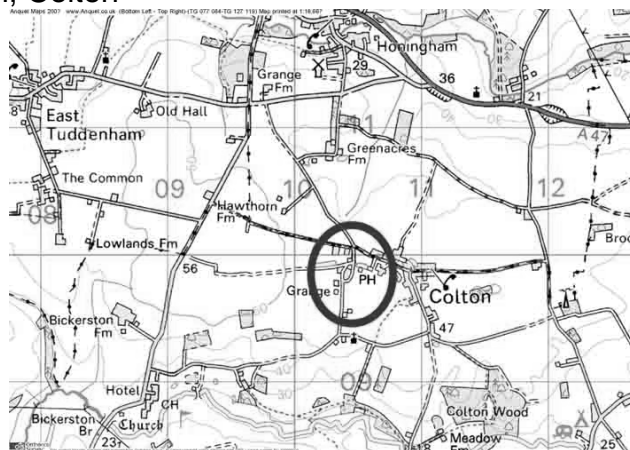
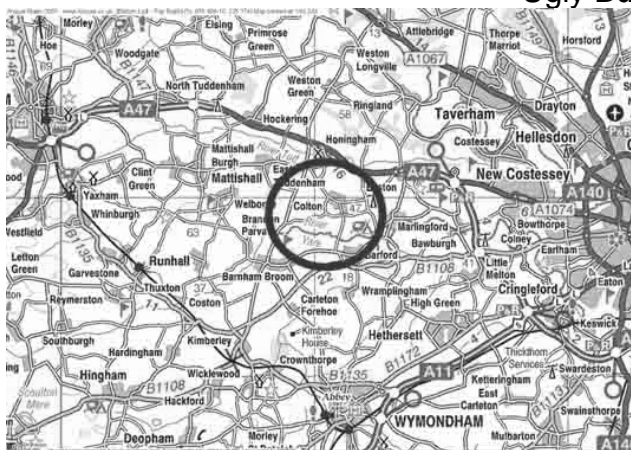
Snetterton Production Car Autotest

Tuesday 24th May

Round 2 of the 2011
Clubmans Championship

Snetterton

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	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

Chairman's Corner

With just a few short days before the first of the summer special events at Kimberly Hall on May 2nd. The hard work has started to come good. We could do with the few cars to bring the 60 car display to capacity, mainly in the 1990 to 2000 period.

Can you help?

We could do with some more help on the day, manning the gate and greeting the general public etc.

Can you help?

On the weekend of the 9th / 10th April Chris Edwards and Julian Riley had their first taste of racing at Snetterton on the new 300 circuit in Chris's Lotus Seven in the Swinging Sixties Series. Christine and I watched the racing from the banking overlooking the new 100 loop.

Chris started the race in 11th place after qualifying; the rolling start saw him move up to 9th where he had quite a tussle with a big engined Camaro. This went on until the pit stops to change drivers, Julian took over the driving tasks and battle resumed, but after a few laps Julian lost about 30 seconds because he was given a drive through penalty (still not sure why). I know they both enjoyed the day at the races (you should have seen the size of the smiles in the pits) and did not even scratch any part of the car.

Well done guys, when is the next round?

With all we are trying to achieve this year we seem to very short on

time to get it all fitted in, but here we go with the latest listing of dates and progress.

April 24th Brandiston Production Autotest. Apparently the 'poo' heap has now gone so the cars should not be covered with the smelly s__t. As most of you know the venue is still in quite good condition for an airfield constructed for the Second World War. Regs were in the last newsletter if you lost them contact Dave Leckie or Dave Bell.

May 2nd Kimberly Hall, everything is going well just short of about 8 cars for the fifty year display contact Peter Riddle if you think you can help in any way.

May 19th AGM at White Horse Public House in Trowse NR14 8ST. This is my first end of year report, everyone is welcome and as it is your club you should be there to give your views. Should you have any views that you need to bring up at this years meeting please contact Dave Leckie (see AGM notice page) to have them added to the AGM agenda.

May 24th Production Autotest at Snetterton, this evening autotest should be good fun on the sealed surfaces of the Snetterton pits

June 18th Motorsport awareness day at The Forum in the centre of Norwich. Full details next month.

June 19th The Vintage and Classic Car Run. Regs are enclosed with this newsletter, we are starting from the Hingham Sports Club again this year. We will be providing free tea and coffee at the start for everyone but

you will have to purchase your own bacon butter if you want one.

July 16th / 17th SCCON Charity Car Push. We need to find some teams of 4 -6 people to push two cars provided by us around the 100 circuit at Snetterton, you team would be required to just push one lap before the relay format means a new team takes it turn.

So why don't you and your friends form a team we will take teams of boys, girls, men, woman or mixed sexes.

The cars will be as light weight as we can find to make it easy.

As a bonus for supporting the car push you will get free entry into Snetterton as on the day there is a club motorcycle race meeting which you can watch while you are not car pushing.

Please contact me as soon as possible for more details and if you can form a pushing team. Please phone Martin on 01502 716280 or email cjnewson32@yahoo.co.uk

Grand Prize Draw

During charity push weekend we will be having a grand draw raffle. In the next newsletter there will be at least two books of tickets for you to buy or sell. Lynne Wellbelove has do a fantastic job of finding some outstanding prizes some are the type that money can not normally buy, so do you best to sell as many tickets as possible Lynne is able to supply you with as many books as you might need .

All money collected is going to the club charities.

THREE FACTORS FOR SUCCESS - YOUR HELP IS NEEDED



1/ CARS FROM THE NINETIES

In devising this event, we set ourselves the challenge of creating a display of one car for every year of SCCON and we're very nearly there! But we still need a few more cars:

- We need two cars made between 1985 and 1989 (B-reg to G-reg) and
- We need several cars made in the 1990's (H-reg to R-reg)

If you have a suitable car please bring it to Kimberley Hall on Monday 2nd May.

If you know anyone else with a suitable car, persuade them to bring theirs. Ring Peter Riddle to reserve a place in the display and complete an application form which is at:-

<http://www.scon.org.uk/scon60/SCCoN201160KimberleyHallDisplayEntryForm.pdf>

2/ WE NEED LOTS OF HELPERS

The timetable is:

Sunday 1st May from 8-30am to 2-00pm set-up the site.

There will be some fly-ins by Auster aircraft and maybe a big surprise.

Bank Holiday Monday 2nd May

- | | |
|------------------|---|
| From 8-30am | - SCCON members arrive on site |
| From 9-30am | - display cars start to arrive |
| From 11-00am | - event is open to the public |
| After 12-00 noon | - the finish of the 'race' from Newmarket |
| After 2-00pm | - air display over the lake |
| From 3-00pm | - event starts to wind down |
| From 4-30pm | - event breakdown commences |

3/ WE NEED LOTS OF VISITORS

For the event to be a success, we need to encourage plenty of visitors. Tell all your friends and colleagues. Peter Riddle (09153 - 601174) has posters. Please contact him to get some and put as many of them on display as you can. Each poster only has to add one paying visitor and it's more than paid for itself.

This is going to be a one-off event in the history of SCCON and it should be a really cracking day out. Please do your bit to help.



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

Upcoming events – Brandiston PCA, Kimberley Hall, Snetterton PCA, Tibenham PCA, Norwich Forum, Midsummer Vintage & Classic Car Run, Snetterton Charity Car Push

Broads Explorer Classic Scatter

Results

o/a	Car	Driver	Car	Year	Score	Tie
1	8	Simon Riley	Triumph TR5	1968	60	11
2	6	Julian Riley	Triumph TR3A	1960	60	10
	5	Keith Pettitt	Mercedes 190 Cosworth	1988	60	10
	2	Tim Hanman	Triumph TR7	1982	60	10
6	16	Felicity Johnson	MGB GT	1966	60	9
6	3	Richard Pearson	Citroen Light 15	1950	60	7
7	11	Roy Smith	Austin A35	1956	60	6
8	15	Graham Light	SAAB 96 2 Stroke	1963	60	
	14	Trevor Woods	Lexus IS 250	2009	60	
10	9	Susanne Collier	Ford Fiesta	1999	59	5
11	1	Julian Ripper	Ford Mustang	1965	59	
12	12	Peter Brewerton	Lotus Elan	1990	58	10
13	7	Fred Winter	Jeep Cherokee	2004	58	5
14	13	Christine Oakley	Sunbeam Alpine	1966	56	
15	4	Alan Anderson	Ford Mustang	1968	52	5
16	10	Mike Kendrick	Triumph TR3A	1959	50	

A good time seemed to be had by all although the real winner of the day was the weather.

A beautiful day for a gentle drive through the lanes to the North East of Norwich, the combination of a relaxed time schedule and straight forward clues required the tie tie tie breaker to find a winner – who had filled in their answers the neatest – congratulations to Wendy who Martin & Christine judged to have the fairest hand.

Thanks to everyone who supported the event and a well done to Howard (SCCoN), Tony and Ann (Easter Counties) and the Broads Authority for organising things.

Perhaps another one next year.

2010 / 2011 12 Car Championship

All over for another year – one of the closets results for many years

1st o/a Robert Aldous / David Mann

2nd o/a Ant Liddle / Garth Collier

3rd o/a Alan Shrimpton / David Bell

1st Expert Alan Shrimpton / David Bell

1st Intermediate Robert Aldous / David Mann

1st Novice Ant Liddle / Garth Collier

<i>Date</i>	<i>Event</i>	<i>Venue</i>	<i>Maps</i>	<i>Organiser</i>
Friday 24th September	P & H Novice	Honing Village Hall	133	David & Katy Leckie
Friday 29th October	Chairman's	Wetheringsett	156	Martin & Christine Newson Rob Henchoz
Friday 26th November	Plandescil	Hingham Sports Centre	144	Julian & Sara Riley
Friday 28th January	Ward Construction	Tivetshall St. Margaret	144	Peter Riddle
Friday 25th February	Your Ideal Shop	Scoulton Village Hall	144	Howard Joynt & Bernie Fox
Friday 25th March	Lyng Garage	Lyng	132, 133 & 144	Ian Doble & Chris More

Who wants to organise one next year?

12 Car Round 6

Lyng Garage

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
4	I	Robert Aldous / David Mann	1	17	1	
7	N	Ant Liddle / Garth Collier	1	18	2	1
5	I	David Leckie / Katy Leckie	1	19	3	1
3	E	Mark Banham / Paul Haylock	1	21	4	1
1	E	Alan Shrimpton / David Bell	2	17	5	2
11	N	Jonathan Stimpson / David Daniels	3	9	6	2
12	B	Peter Skillen / David Frederick	3	15	7	1
2	E	Emma Henchoz / Rob Henchoz	3	24	8	3
6	I	Bernie Fox / Howard Joynt	3	5	9	3
9	N	Paul Brunton / Nick Wale	4	12	10	3
8	N	Trevor Addison / Andrew Lawson	4	14	11	4
10	N	John Peterson / Rob Cook	7	29	12	5

Very close again. Thanks to Ian & Gill & Chris for organising, Dennis for sponsoring and all the marshals Richard (Scrutineering), Peter & Dan (TC1 & PC8), Mike (TC2 & PC18), Gordon & Lynne (TC3 & TC11), Alan & Will (PC2 & PC17a), Martin, Christine & Phil (TC4 & TC12), Jim & Damian (TC5 & TC13), Katriner & Debbie (PC8 & PC20), Julian & Sara (TC6 & TC14), Phil & Peter (TC7 & TC15), Rob & Claudia (TC8), Chris & family (TC9), Richard & family (TC10), Gill (Results), Ian & Clare (Course Closer).

Final Championship Positions after round 6 (top 12):

o/a	Driver	1	2	3	4	5	6	Total
1	Robert Aldous	(7)	8	10	11	10	12	51
2	Ant Liddle	11	(3)	11	9	8	11	50
3	Alan Shrimpton		11	12	12	6	8	49
4	Chris More	10	10	8	10	(5)	10	48
5	Trevor Addison	9	4	9	7	12	(2)	41
6	David Leckie	7	7		8	2	10	34
7	Paul Brunton	6	6	7	5	3	(3)	27
8	John Peterson		12	6	4	4	1	27
9	Jonathan Stimpson	12			6		7	25
10	Emma Henchoz		6	4		7	5	22
11	Graeme Aldridge		9			11		20
12	Peter Riddle	8			8			16

Navigator	1	2	3	4	5	6	Total
David Mann	(7)	8	10	11	10	12	51
Garth Collier	11	(3)	11	9	8	11	50
David Bell		11	12	12	6	8	49
Ian Doble	10	10	8	10	(5)	10	48
Andrew Lawson	9		9	7	12	(2)	37
Nick Wale	6	6	7	5	3	(3)	27
Rob Cook		12	6	4	4		26
Katy Leckie	7	7				10	24
Rob Henchoz		6	4		7	5	22
Jonathan Stimpson		9			11		20
David Daniels				1	9	7	17
Brian Marquis	12						12

Lyng Garage 12 Car

Round 6 Lyng Garage

Well this is our turn for the Organiser's hat and presents it's own unique set of challenges. We wanted to go to a different area this year because there are Horse Trials on the same weekend just across the A1067 from Lyng at Blackwater Farm and it seems like courting trouble to go rally in the same area. Thanks to some local knowledge Chris and Paul Brunton managed to get us access to the Fransham whites so we made this our target area. All went well until Chris had his off and broke his shoulder which meant we had to do some re-arranging.

To give our event a different character we decided to have short sections 4 mile sections and Chris took on the task of finding all the Marshal crews we would need. As some of you will know by now we had 15 Controls in 50 miles so that worked out just about right with a string of three 3 mile sections to finish with. Luckily we had just enough clocks to cater for them.

The Thursday before the event was spent printing navigation instructions and "stuffing" envelopes. When I had the idea of giving all the Novices envelopes for every Control I had conveniently forgotten the extra work involved, but some of them have been getting so good during the year I felt it was necessary to do something to slow them down, so I followed Peter Riddle's example. I shall digress as it reminds me of a little tale.

Some of you will know I spent some of my working life at Lotus. For a short time before he died I had the great experience of working directly for Colin Chapman designing a 2 and 4 cylinder air cooled engine for him to use in the microlight aircraft he was designing and building with

Burt Rutan in California. Anyway during one of the many critiques of my designs he wrote on my drawing "A good designer only copies good ideas". I wish I still had it, but it was probably rubbed out for another idea!

Anyway back to the rally.

While I was working out marshal allocation I realise I could add another control very early on to add some more pressure and then remove the need for PC boards. Lots of PC boards are very reassuring to crews as it confirms they are on the right roads, so long gaps with no boards just sets a seed of doubt and may cause another slight loss of time – the organisers aim. Having fewer boards also eases the load on a Friday afternoon putting them out.

Our Friday afternoon was quite eventful. It started of very sedately and Gill and I sat on the concrete pad at TC8 having our picnic lunch – lots of time – no rush. Later on, just after TC 10 I heard a funny noise from the car as I stopped to put out a board. I looked underneath and there was a telltale drip at the front. Further investigation revealed the lack of power steering fluid – now what do we do? We drive gingerly to East Bilney to purchase a litre of fluid, and we head off back to see Richard at Lyng Garage. I stop two or three times to top up the fluid and the litre has soon gone. Thankfully Richard soon identifies the leak at a loose union on one of the pipes behind the engine, and with the aid of a very stubby 17mm spanner he manages to tighten it up. Quite why after 90,000 miles this decides to come loose I've no idea – Murphy's Law, but it did not help the rising tension within the team. Suddenly an hour or so has disappeared and we still have about 8 boards to place.

By about 6 o'clock we are all ready waiting for the first Competitors and marshals to start appearing and all seems to run smoothly. I even manage to find jobs for the unexpected folks who turned up to marshal – thank you Peter, Alan and Dan.

Soon all the cars have left Lyng Garage and we can load up the car and head off to observe the behaviour of our crews in GS9612. I'm pleased to report all were very well behaved - once they spied us sitting on the other side of the road at the T junction. Then it was across to TC7/8 to collect the first half timecards and everything seemed to be going to plan.

Once the cars and marshals had left Gill and I started working through the results and we could soon see who had trouble and who was doing well. Alan and David obviously had trouble at TC3 and the navigation had tripped up a couple of the Novices as they had driven straight through TC2 without stopping, no doubt much to Mike's amusement. It looked like Trevor and Andrew were flying with only 1 minute dropped, while the Beginner crew of Peter and David were close behind on 3 minutes. Needless to say I started to worry that I had made the Expert and Intermediate navigation too difficult for them to keep pace with the Novices who have the benefit of pre-plot of the route, and that the marked map for the Beginners was going to allow them to walk away with a win first time out. Be patient I told myself it's still early days and the main course was yet to come.

By the time we had done that it was time to make our way to the Final Control to collect the second half time cards, and we arrived just a couple of minutes before Car1. Soon the deluge of cards came through the window delivered by Phil and Pete and Gill and I had

our heads down trying to decipher code board letters and times.

The first section after the halfway used the Fransham whites with the same simple navigation for all classes. Three spot heights with approach and departure and a map reference. As it used a fairly significant amount of private road I thought I could legitimately leave this mileage out of the 30 mph average speed calculation and with any luck this would be the tie decider if necessary. It soon became obvious that the more inexperienced crews had missed the little white lay-by with ENE approach at

Spot Height 56 in GS9112 causing the inevitable fail while the top half found it OK. Trevor and Andrew obviously had a bit of trouble on here while Paul and Nick managed to blow everyone away on their home territory but it seems their enthusiasm and local knowledge caught them out as they missed the little white also. Sometimes local knowledge works against you as I found out to our cost earlier in the year. Others to get in a muddle here were Emma and Rob who I have since found out tried to go through the farm in 899135 having not plotted the map reference in the handout. It's just amazing how easy it is to make simple navigation complicated when the

pressure is on in a bouncy dark motor car.

The next section between 9 and 10 was the biggest surprise, as I thought it was very straightforward but half the crews picked up fails here for either ignoring "LWTs" or driving past a code board, which was obviously there, and which caused a little controversy at the finish. Fortunately there were folks in each class who had seen it and missed it so it could legitimately stay in the results, and I promise it was not hidden behind a tree or in long grass!

The little fisherman's parking lay-by at 942170 caught out four crews including Alan & David and Emma & Rob, but again some folks in each class managed to get it right so I was relieved that I had not fumbled the navigation hand out here – junction depart compass headings.

The last 3 controls had the desired effect being each of only 3 miles in length so not giving much time for thinking. I had decided to put a final PC board on the shortest route through Hoe because I had a sneaking suspicion that some folks may miss the left turn at the crossroads. Unfortunately, for David and Katy Leckie, this last board was their downfall, they so

very nearly won!

Well we sorted the results out and Chris presented the awards on behalf of Dennis Ward and Lyng Garage with the win going very deservedly to Robert Aldous and David Mann who have steadily improved their accuracy and speed throughout the season. Thankfully they will be experts next year.

Gill and I managed to gather all the paraphernalia together and got home around midnight mentally and physically frazzled.

After a good nights rest it was just down to finding all the clocks and removing the batteries, sorting out the tsunami in the back of the car and packing up the PC boards and Control boards. For some light relief we took them back to the Long Stratton storage lock up before sorting out the entry and insurance paperwork ready to post to Lynne, then the detailed results and finally for some more light relief writing this little ditty. It's now 6.30pm and I'm ready for some vino. So that's it for another really outstandingly competitive SCCoN 12 car series. See you in September; with the possibility of some new organisers it should be another classic series.

Ilkley Jubilee

Ian Doble

HRCR Clubman's Championship – Round 2

Jim and I missed the Tour of Cheshire, first round, so this was our first outing since the Cloverleaf last October. With a five month winter break we've spent a few hours over the last couple of weeks trying to perfect the more difficult speed changes that the organisers like to create in the hope of getting back in the groove. It seemed to have paid off as we recovered from 10th at lunch to finish 5th Overall which we were

both very pleased with.

As the name suggests the event this year traversed the area of Yorkshire covered by OS 99, 103 and 104 around Ilkley and Otley going in a basically anticlockwise direction with 8 tests and 6 Regularities split evenly morning and afternoon. Jim has won this event a couple of times previously and we were seeded at #2 with the championship winning driver in the car in front and the championship winning navigator in the car behind – no pressure then!

Sunday morning started fairly early with 3 Tests run in the Craven Cattle Market at Skipton. These are usual autotest style around cones in car parks with a mixture of tarmac and loose. All these went well but for sliding across the stop astride on test 2 which cost us a 10 second penalty, but we did not find out until the finish, so it didn't trouble us at the time.

From here the first Regularity started just outside Skipton and took us around the lanes SW of the town. This was a fairly easy

section with a tulip road-book and without any speed changes between Intermediate Time Controls (ITCs). This went well as we were given the road book at Signing On so I had managed to transfer the route to the map before we started. With only a few seconds collected it was straight into Test 4.

This was more an Autosolo type test around various cones and buildings, again on a mixed surface. All went well and off to Regularity 2. This was significantly more difficult and on intricate roads with a typical plot and bash hand-out with a twist. There were 21 tulips with a required speed at each one – sometimes the same, sometimes different. In all there were 12 speed changes in 16 miles and 4 ITCs. Somewhere just after the first of the ITCs I lost the plot. I can't remember what went wrong now but I think I forgot to zero the trip at the ITC and got in a complete muddle. I asked Jim to stop at 2 miles after the last ITC and I tried to work out the correct time based on the distances between speed changes but could not get a sensible answer so pressed on regardless relying on Jim's ability to run at the correct speed. Needless to say rather than being plus or minus one or two seconds at the next ITCs we picked up an 11 and 16, terrible. A little further along we had to collect a PC board. Imagine my horror when the PC blank that we must fill in with code letters is after an ITC we have yet to visit! I search the hand-out for clues to see if I've gone the wrong route, we stop while I check and I can't find anything wrong so carry on in hope. We get to the next ITC and I ask which one it is. It's the one we have apparently missed, but it was a deliberate ploy by the organisers to make sure the PC had been checked with a signature – it would have been nice to be told beforehand, but it cost another 7 seconds. It was the only unmanned PC on the rally. I must

admit to being very pleased when this Regularity was over.

A short transport section to the Regularity 3 north of Clitheroe and we battle to get past a convoy of 20 plus lycra clad cyclists hoping they would not be on "our" road – wrong. 30 seconds before we leave the start all these hot bodies come pouring past. The only good thing is that it gives me more time to decipher the hand-out of 24 spot heights and thankfully after a mile we turn off their route allowing us the time to get back on schedule. The hardest section on this hand-out includes a number of speed changes at 30mph and de-restriction signs. We are running about 20 seconds early having just left a control and decide to just carry on until we reach the 30 and adjust our speed there – seemed like a good idea at the time until we came to the sign itself that was on the inside of a 90 left just at the time the only car we had seen for a couple of miles appeared on our boot-lid. In my haste to try to sort out the speed change I zeroed the trip before making a mental note of its reading so had to guess what time we should actually have been at this point. The result of this little faux pas was a 13 second penalty at the next ITC – damn! Apart from this though everything went really well and then it was back to Test 4 for a re-run before lunch – again all went well with exactly the same time as before.

Lunch was taken back at Craven Cattle Market in Skipton and then straight into Test 7 which was an extended, joined up and modified repeat of Tests 2 and 3. Again all goes well so Regularity 4 here we come. Again this is a gentle run out with the Regularity route directly from a tulip road-book with an easy first section to the next ITC without any speed changes.

The next one is more complicated with three speed changes once again at speed and de-restriction signs – very easy to miss these on

the road as they are often hidden in the hedges and we are very pleased to only get a 1 at the next ITC. A very good start to the afternoon and then it's into the next test.

This is a fairly long blast on a concrete road through a quarry with stop and reverse gates and cone slaloms; the last of these being 100 yds over a brow. The test diagram very handily gives a little graph depicting altitude changes through the test with a note saying "Not to Scale" so do you take the brow before the last slalom flat or lift off – do you believe the diagram. Well we did and flat over brow it was with just enough room to scrub off the speed to negotiate the cones – A great job by Jim as I thought we were not going to make it! Another respectable time and there is short transport section through Pateley Bridge and the tourist traffic to let the adrenaline hit fade away before Regularity 5.

This one is defined by coloured junctions, but with a helpful instruction, e.g. SO@yYYy. This all seems simple enough and I'm plotting away as we go. Successfully get through the next ITC with only a 3 penalty and I'm still puzzling the final instruction RF@yyYY. A couple of instructions previously we had FR@BBY – i.e, Fork Right, so I was puzzling how to Right Fork at the yellow crossroads. Needless to say I took my eye off the map as we were travelling down a fairly featureless B road looking for a slot right with PC on it. Thankfully Jim stopped and asked "is this the one?" I had spied a green board so yes," but let's get the time right we are 10 seconds early". Time made up, we glide into the Control only to realise it's a manned PC with a combined speed change – Oh bu**er. Let's get going we have some time to make up and its 24mph – Oh bu**er again the next ITC is only about 500 yds down the road – just go like hell – result

12 second penalty Oh bu**er. The only good outcome from this little episode is that the distraction has cleared my brain blockage and I realise RF@yyYY means Regularity Finish!! The last requirement on this hand-out is that the final section has five speed changes again at 30 mph speed restriction signs referenced with grid squares, seems simple enough, but not quite! The last but one grid square has a 50 sign near its entry, which obviously sets a seed of doubt – is it a typo? No it's just to confuse us as the correct 30 sign is just before we exit the grid square. Aren't these event organisers little devils! We are really pleased on this one to not gain any penalty, might be getting the hang of this.

Another short transport section takes us to the final Regularity start about 300 metres from the edge of the map – lovely. The hand-out is a list of map features such as "Gradient: 14% to 20%" So do you know off the top of your head if this is a single arrow or double arrow – it must be single as I can't see any doubles in the close vicinity but there are a couple of singles and we are away. There are no speed changes between ITCs so it's a little easier but this is offset by the sparseness of information from which to decipher the route and the possible ambiguities in identifying the correct one. As the miles tick by it becomes obvious

that the last section is only just 2 miles in length and contains the most ambiguous piece of route definition. A choice of two options and the only indication of which way to go is the information that has been left out of the instructions – a bit of inspired guesswork is confirmed a little later when there is an orange arrow attached to a road closed notice. We pick up a 3 on this final ITC so now there is just the traditional blast around Scargill Reservoir to finish off the event.

This is a great little stage, sorry test, just over 1 mile in length along the service road and around some buildings in the middle. We are taken to the far end in bunches of 6 or 8 cars and then set off back competitively at 30 seconds intervals. The run down allows you to note where the cones are etc., so it's really good fun on the way back as you can imagine. The little Midget in front has left about 20yds of rubber on the road at the stop astride so you can tell it's quite competitive. Again we have a good run, but can only get within 8 seconds of the winning Porsche 911 and 6 seconds of the really quick John Ruddock in his RS2000, but nonetheless we have a very respectable time.

Waiting for the results back at Otley Rugby Club we find out while chatting to John at the finish that he replaces his rear tyres on his RS2000 at lunch to get through

the event! These tests are measured in yards not miles so quite what he does goodness only knows.

I use the time on the run in to the finish to make a note of all our regularity penalties and test times so I can compare them to the results when they are posted and make sure I have my query form to hand. After a couple of hours provisional results are published and we are very pleased to discover we have improved from 10th at lunch to 5th at the finish. We are so pleased that there is nothing to look at too closely and providing no-one else has a query that bumps us down we are happy. We collect our awards for 3rd in class and away we go to celebrate.

Having arrived home Monday afternoon and while writing this I look on the website to check through the penalties and find an 18 second penalty is shown at ITC 21. Why did I not look closely at this at the finish I had all the information to hand? My figures tell me we should only have a 1 at this ITC – we could have been 4th..... Bu**er again!

Never mind it's off to the Leukaemia Rally in South Wales in May for another go

Road Rallying March (and a bit of April) Round Up

March Hare – 18th March

Well, what can you say - I don't know why the SCCoN crews under-performed so badly - very, very lucky to come second as the team came oh so close to having zero finishers. Thanks to everyone at KLDMC for putting on the event, excellent route, superbly marshalled and a good stuffing – what more could you ask for!

The evening got off to a bad start with an unfortunate injury to Chris More ruling out our number one crew. At 6pm the team was down to five but after a few phone calls and a bit of juggling David Leckie & Peter Riddle stepped into the breach, with David driving Peter's Nova, and Ian & Gill Doble replacing David and Peter as marshals. Things didn't improve with at least one crew attempting to get into the start car park from the Power Station followed by my 'SCCoN team briefing' which consisted mainly of duff information resulting in car 2 arriving at TC1 in 'an unprepared state' just as car 1 left the start line. Our event was effectively over before it had started as I managed to totally screw up the first section by dropping 12 minutes and accumulating 1 fail between TC1 and TC2. The main problem was having no idea what the navigation meant, plan B saw us follow Mark & Paul picking up two boards while I tried to make sense of the 5 route instructions. Lost our tow on the run up to the A17 and then somehow drove through the manned PC after crossing the A17. My main excuse is that SCCoN 12 cars have recently been subjected to severe DSO scrutiny and after struggling to get Alan to obey the 3 give ways crossing the A17 didn't spot Ivan's PC board and assumed he was on DSO duty. Don't ask me where the 12 minutes went; time does go by so quickly when you're

having fun! Now running last on the road we had a non-navigational related delay passing through Poplar Tree Farm resulting in another 2 minutes dropped at TC3, only 1 minute of lateness left in the locker to get us to TC4.

Fortunately TC3 to TC4 was a fairly long section defined by a straight forward herringbone and even with a map change we made it to Ian & Gill at TC4 within lateness, even managing to recover a minute. Bit of relief now as lateness was back up to 30 minutes for the rest of the event, Also time for a quick chat only to be informed that all the KLDMC crews had been through on their minute before any of the SCCoN crews had troubled the scorers! Straight forward navigation to TC5 but a time out to check the route through East Winch cost us another 2 minutes. TC5 and in my opinion the hardest hand out of the night, distances to travel before changing road colour and it took me several minutes to get a route onto the map, another 7 minutes gone at TC6 and I was getting very close to the right hand side of the time card and we were still three controls away from half way. Some more straight forward navigation to TC8, the 3 minutes dropped at TC7 all down to a tour round Appleton Farm (I'm sure I've been through there previously but the road through the buildings proved a bit elusive to find). Still time to worry about the lack of a code board on the triangle leaving the A148 but eventually made it to the half way halt at TC9.

Ten minute rest at TC9 but no time recovery left us with another 7 controls and all of 7 minutes lateness left in the bank. Opened the envelope at TC9 and the fat lady was up and gargling!. I struggle with grid square enters and departs when they're in order,

24 of them out of order was a bit too much for me. Followed another car for the first bit but soon realised they weren't going the right way (fail number 2), tried following another car but gave that up as a bad job and guessed the route based on an assumption as to where the triangle would probably be; lucky to only drop 3 minutes at TC10. A wrong slot in Rougham cost us no time (but did reduce recovered time) at TC11 and then total brain fade (it does help if you actually read what is written on the route instructions!!!) saw us tail end Charlie on a SCCoN convoy to TC12 and another 3 minutes (passing Chris's house en route). Good run to TC13 and another couple of minutes recovered only to open the envelope from hell. Six coded offset vias, sat and plotted them and all might have been well **IF** we hadn't overshot the slot left opposite the entrance to Mill Farm and I hadn't miss-plotted the fourth reference (only a tad but enough to take the wrong yellow through Shouldham Thorpe – fail number 3). Wheels had finally come off the wagon as we rolled into TC14 OTL (fail number 4). Opened the final envelope to find straight forward navigation and with the assumption that as the route went through Watlington and Wigganhall St Mary Magdalen (one to challenge your address label software) it would probably be slackly timed opted to drive the route and see if we could get back inside lateness. This proved to be the correct choice as we made it to TC15 and then the final control back on the time card, all that was left was a short drive to the pub and the wait for results.

Realised that things were going to be a bit glum when I saw that we were the first SCCoN crew back and all the KLDMC crews were sitting around looking very relaxed. Why did we do so badly,

absolutely no idea? In my opinion I thought the navigation was very fair, a bit intense perhaps but it was meant to be a challenge. Three SCCoN crews were classified OTL, on SCCoN 12 cars the maximum lateness at the final control is usually 45 minutes but the finals did state that lateness was 15 minutes to TC4 and 30 minutes at all other controls; although it would have made no difference to the overall result if all the SCCoN crews had been classified as finishers.

Thanks again to everyone from KLDMC involved in putting on the event, we will be back next year and the only way is up.

Alan & David – Car 2

Lyng Garage – 25th March

The final round of the 2010 / 2011 12 Car Championship organised by Ian & Chris (with Gill stepping up from the bench as a last minute substitute for the injured Chris) and as usual sponsored by Dennis Ward of Lyng Garage. Final overall and class championship positions up for grabs, squeaky bum time! The regs promised 3 maps (132, 133 & 144) which meant that the event was probably going to use some new territory (well new for the Lyng Garage) and Ian also mentioned that there were going to be more controls than usual.

We queued up at the start hoping for a bit better run than the previous Friday, well we did and we didn't! Turn left out of the garage and miss the first road on the left was Alan's inside information and to look out for a board soon after the start. Opened the envelope for the 2½ mile section to TC2 and found a straight line (reversed) herringbone. Now this route card set the tone for the night, it wasn't until I was looking through the route cards on Saturday morning that I spotted that the whites were shown as dotted lines, even with a

potti my peepers are well past their sell by date. Arrived at TC2 (Mike) with a couple of minutes to spare, what a novelty – arriving at a control early! Section 2, oh dear oh dear, 2 mile section past Swanton Morley Barracks to TC3 (Gordon & Lynne) with only one possible route – why did we drop 6 minutes, sack the nav is the only option as I managed to convert simple grid square navigation into alternate grid lines (which I couldn't get to work), as I said – oh dear oh dear!

Section 3, 2½ miles of junctions instructions and the first board of the night, onto map 132 and a triangle PC manned by Alan & Will to TC4 (Martin & Christine) and another minute gone. Section 4, 4½ miles and 1 board and 2 triangles to TC5 (Jim & Damian) defined by reversed junction instructions and cleaned (although I did manage to rip the route card in half getting it out of the envelope). Section 5, 3½ miles and 1 board and 1 manned PC (Katriner & Debbie quite close to Brunton Towers) to TC6 (Julian & Sara) defined by strung together junction departs and another minute dropped. We followed Alan & Andrew in the Mazda for a little while until they overshot the slot left into the ford (GS9613). Section 6 and a car 1 slayer section, 4 ½ miles and NO boards to TC7 (Peter & Phil) and TC8 (Rob & Claudia) defined by 4 avoid grid references and 1 avoid spot height BUT moving from 132 to 144 and back to 132 AND running along the join. I still have absolutely no idea how we ended up in Bradenham, but I do have a good excuse. As we went onto 144 I realised that I had miss plotted TC7 as it had to be on a T junction and my plot wasn't, however calling the road from one map while plotting a grid reference on another map is outside my pay grade, perhaps we should have stopped but we didn't. The error was compounded by the fact that the road we were on had a very similar profile to the one we should

have been on and the 30 mph and Bradenham signs came as a bit of a shock! U turn and another 5 minutes chalked up on the board. Half time results for the fail free crews Trevor & Andrew 1min, Peter & David 3 mins, Robert & David 6 mins, Ant & Garth 7 mins, Emma & Rob 9 mins, David & Katie 9 mins, Bernie & Howard 10 mins, Mark & Paul 13 mins and Alan & David 13 mins.

No time for socialising and we left TC8 on the same minute as David & Katie, should really have waited for the next minute but it's always a bit selfish to push into a queue and 'steal' someone's minute. Ian had promised an easy first half with the screw tightening in the second half – things were looking a bit 'March Hare-ish'! The second half started off with a blast from the past, a classic Phoenix section: Lyon's Green, Love Lane, across the A47 via the sneaky lay by (SH56), Fransham white 1(N-S via SH73 and doesn't that T junction come up quickly after the brow although the gate is a bit of a clue), Fransham white 2 (S-N with the tricky to spot slot left just after the stream). Section 7, 4½ miles (although I think that bit of string needs re-calibrating) to TC9 (Chris and family) and 3 minutes dropped. The Phoenix memories continued over the following sections. Section 8, 4 miles and a circular herringbone to TC10 (Richard and family), couple of triangles and a SH for clues and we were clean although we had missed a board (I'm 100% certain we followed the correct route so we must have just driven past it – anyway we didn't find out about this until much later). Section 9, 4 miles and a squashed string of junction departs and a couple of spot heights to TC11 (Gordon & Lynne). Clean again but another board missed, this one 100% my fault. It wasn't until my Saturday morning route check that I realised why the instructions were in upper and lower case. Upper case for all coloured junctions and lower case for a junction including a white, it

all went pear-shaped at Bittering quarry as even with my potti I failed to spot that there are 3 white junctions below SH58 with two of them making a lay by – my eyes convinced me that there were only two NTR whites and I then made the navigation fit my route missing the board on the white loop – tsch tsch. Section 10, 5 miles and a squashed string of map features and grid lines to TC12 (Martin & Christine) including two manned PCs (Alan & Will and Mike). Clean again, things were going well (or so we thought). Section 11, 3 miles to TC13 (Jim & Damian) which didn't quite go where I was expecting it to but we still managed to clean it and were quite surprised to find that we were back to running first on the road.

Section 12, 3 miles of road colour junctions to TC14 (Julian & Sara) with the possibility of East Bilney ford – surely not! Not it was and clean again, even though we had a minor domestic leaving the manned PC (Katriner & Debbie) just before the TC. One section to go; 3 miles; squashed string of grid lines to TC15 (Phil & Pete with Ian & Gill in the wings). Of course there was still time for me to make another error taking the long way through GS9916 – no board so I had a closer look and did another circuit and there it was, costing us a minute.

Cracking event, I thought the short sections worked very well and we thoroughly enjoyed the second half. I can only offer my apologies to Ian & Gill for doubting the navigation that caught me out, it was a fair cop and I won't forget the Bittering Quarry loop for future events. Ian was a bit taken aback that everyone had picked up at least one fail en route but it is a point worth remembering for organisers – plot & bash is a completely different ball game in a bumpy, noisy, dark car compared to the kitchen table in daylight!

Thanks again to Dennis, Ian & Gill, Chris and all the marshals – a

fitting climax to a very competitive 12 car championship.

Alan & David – Car 1

VK Derbyshire – 2nd / 3rd April

The third round of the EMAMC, ANCC and ANEMMC, first round of the Peak Trophy and fourth round of the ANWCC Championships, starting and finishing in Chesterfield using map 119 again teamed up with Andy from Beverley & DMC.

Strange event, seeded at 19, finished at 19, trouble free run (only one minor navigator boo-boo) and a fairly disappointing result (although it was a very strong field). The event started and finished with a test round Chez Perez (Mr VK), the test featured new tracks around his des res, won't be long before he has enough tracks for a SV. The main course was made up of 12 regularity sections, one standard section timed to the second and one transport section. A small comment on organisation, nobody cleaned any of the sections and they included two pre-plot sections (one of them 16 minutes using coloured roads), how did they achieve this – well that's the difference between a well experienced thinking CoC and the rest. The experts loved it but with no opportunity for time recovery (apart from petrol) the novices struggled. The navigation was straight forward but intense with me spending the majority of the event only two or three junctions ahead of Andy.

For anyone interested this is where it went, mainly for Derbyshire White Connoisseurs. Beeley Moor finishing off with a new white through grid squares 2767, 2766, 2666 joining the yellow through Rowsley Wood. Over Haddon, straight forward tulips and no whites. Wheeldon Trees including the very tight hairpin junction in 1062, again no whites. Heathcote, more grid lines

taking in the Hartington white (1360, 1359, 1460) with the tricky to spot slot left (very rough from there to the yellow T) and a bit of a tease to finish with – most events use the very very rough white between the B5054 and A515 in 1561 and the navigation was ambiguous enough to make it a bit of a treasure hunt, fortunately the control was easily spotted so no problem. Youlgreave triangles, no whites but lots of grid references, top boys were only dropping seconds but no clean sheets on what is familiar section on very fast yellows! Elton (pre-plot), still managed to screw up the slot left at the start of the white through the farm (top of 2160), little bit of A road and then Gotham white (1957, 1857, 1858, 1758, 1658, 1659 – bit rough towards the end) to petrol.

Parwich, tulips and coloured roads; Longcliffe more tulips and coloured roads; still no clean sheets (my ghastr was well flabbered at this). Broxendale and probably the hardest hand out of the night via the white through Middleton Top (2654, 2754, 2755 – smooth-ish but a bit tight). Biggin, more coloured roads only to the east of Carsington Water finishing off at the large YYY triangle at Biggin. Shottle, (pre-plot) long section coloured roads only from Ireton Wood to Shottle. This is where I had my navigator moment costing us a minute or so as I convinced myself we'd missed a control (but we hadn't and couldn't have!). Highoredish, more coloured roads and notable for the tight hairpin junction (3559) and the rough ford (3560). Dryhurst Farm, longish section finishing off with the very quick white through the farm (3265, 3365).

And that was that. Well organised, well marshalled good stuff.

Andy & David Car 19



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 included last month (see website)

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

Regs & Entry Form should be included

Round 3 – Thursday 23rd June

Tibenham Production Car Autotest

Good quality sealed surface Autotest

Round 4 – Sunday July

Scatter

Details to be published ASAP

Round 5 – Sunday 21st August

Snetterton Production Car Autotest

Grass Autotest

Miscellaneous

March Hare Hall of Fame and Shame



Pictures supplied by Bob & Carole Offer

HEATHLANDS SUMMER FAIR

SUNDAY 17th JULY 2011

HEATHLANDS SPORTS & SOCIAL CLUB

WOODBASTWICK ROAD, BLOFIELD NR13 4AB

Display of Classic and Interesting Motor Vehicles



If you would care to come and join us at the Summer Fair, and be part of our Display, please complete the following:-

Name:

Address:

Telephone No.:

Make, Model & Year of Vehicle:

You will be required to be in place by 11.30am, as the Fair opens at 12.00 noon. Departure should be no later than 4.30pm.

Completed form to:

Jill Willott, 58 Mill Road, Blofield, Norwich. NR13 4QS Tel. 01603 714164