

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

June 2011



## Events coming up in June

**Thursday  
16<sup>th</sup> June**

**Natter & Noggin**

**Ugly Bug Inn**

**Contact  
Howard Joynt**

**Saturday  
18<sup>th</sup> June**

**Norwich Forum**

**Local Motorsport  
Promotion Day**

**Contact  
David Leckie**

**Sunday  
19<sup>th</sup> June**

**Midsummer Vintage  
and Classic Car Run**

**Contact  
Christine Newson**

**Thursday  
23<sup>rd</sup> June**

**Tibham Production  
Car Autotest**

**Contact  
Ian Doble**

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## Management Team

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Company Secretary	<b>Trevor Addison</b> <b>Bernie Fox</b> <b>Mike Lambert</b> <b>Andrew Lawson</b> <b>Peter Riddle</b> <b>Gordon Wellbelove</b>
Committee Members	

**Volunteers needed to help out with the display at**

**The Norwich Forum**

**Saturday 18<sup>th</sup> June**

**Please contact David Leckie on 01603 893294 if you can help**

## The Latest ...

### Social Events

Howard – Social Secretary:

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

### Club Nights

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

Please join us there on **Thursday 16<sup>th</sup> June** for the next Natter & Noggin

### Diary Dates

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

Saturday 18<sup>th</sup> June  
Norwich Forum

Sunday 19<sup>th</sup> June  
Midsummer Vintage & Classic Car Run

Thursday 23<sup>rd</sup> June  
Clubmans Series Round 3  
Tibenham PCA

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

Sunday 17<sup>th</sup> July  
Charity Prize Raffle Draw  
Snetterton

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

Sunday 31<sup>st</sup> July  
Clubmans Series Round 4  
Scatter

Wednesday 3<sup>rd</sup> August  
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 David Bell.

Saturday 11<sup>th</sup> June  
Rainworth Skoda  
Dukeries Rally

Sunday 19<sup>th</sup> June  
Midsummer Vintage & Classic Car Run

Sunday 19<sup>th</sup> June  
East Anglian Classic  
Historic Road Rally

Saturday 25<sup>th</sup> June  
Huntsman Rally

Thursday 23<sup>rd</sup> June  
Clubmans Series Round 3  
Tibenham PCA

Sunday 3<sup>rd</sup> July  
Rover Centre Gymkhana

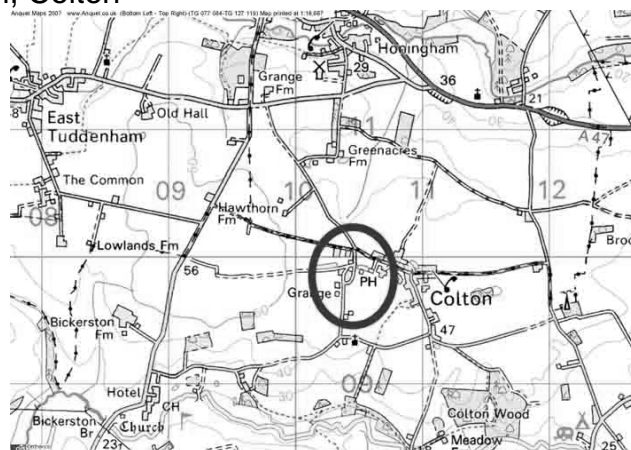
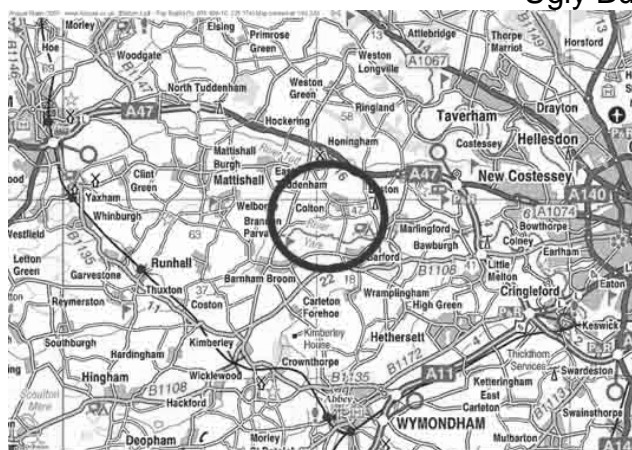
## Tibenham Production Car Autotest

Thursday 23<sup>rd</sup> June

Round 3 of the 2011 Clubmans Championship

Tibenham

### Ugly Bug Inn, Colton



Date	Event	Champ.	Contact(s)
Monday 3 <sup>rd</sup> January	New Year Treasure Hunt & Scatter		Ian & Gill Doble
Thursday 20 <sup>th</sup> January	Club night		
Friday 28 <sup>th</sup> January	12 Car	12 Car	Peter Riddle
Thursday 17 <sup>th</sup> February	Club night		
Friday 25 <sup>th</sup> February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 17 <sup>th</sup> March	Club night		
Friday 18 <sup>th</sup> March	March Hare		KLDMC
Friday 25 <sup>th</sup> March	12 Car	12 Car	Ian Doble & Chris More
Sunday 17 <sup>th</sup> April	Broads Explorer Classic Scatter		Howard Joynt
Thursday 21 <sup>st</sup> April	Club night		
Sunday 24 <sup>th</sup> April	Production Car Autotest	Clubmans	David Bell
Monday 2 <sup>nd</sup> May	Kimberley Hall		Peter Riddle
Thursday 19 <sup>th</sup> May	AGM		David Leckie
Tuesday 24 <sup>th</sup> May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 16 <sup>th</sup> June	Club night		
Saturday 18 <sup>th</sup> June	Norwich Forum		David Leckie
Sunday 19 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 23 <sup>rd</sup> June	Production Car Autotest	Clubmans	Ian & Gill Doble
Sunday 17 <sup>th</sup> July	Charity Prize Raffle Draw		Lynne Wellbelove
Thursday 21 <sup>st</sup> July	Club night		
Sunday 31 <sup>st</sup> July	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Thursday 18 <sup>th</sup> August	Club night		
Sunday 21 <sup>st</sup> August	Production Car Autotest	Clubmans	
Thursday 15 <sup>th</sup> September	Club night		
Sunday 18 <sup>th</sup> September	Navigational Scatter	Clubmans	Fred & Liz Winter
Friday 30 <sup>th</sup> September	12 Car	12 Car	David & Katy Leckie
Thursday 20 <sup>th</sup> October	Club night		
Sunday 23 <sup>rd</sup> October	Production Car Trial	Clubmans	David Leckie
Friday 28 <sup>th</sup> October	12 Car	12 Car	Jonathan Stimpson & David Burlingham
Thursday 17 <sup>th</sup> November	Club night		
Friday 25 <sup>th</sup> November	12 Car	12 Car	Robert Aldous & David Mann
Thursday 15 <sup>th</sup> December	Club night		

*There is a copy of this calendar with links to the relevant pages on the [Club Calendar / 2011](http://www.scon.co.uk/SCCoN2011Calendar.htm) page on the club website ([www.scon.co.uk/SCCoN2011Calendar.htm](http://www.scon.co.uk/SCCoN2011Calendar.htm)) for any readers that are interested and have internet access*

## Editorial Chair

Martin Newson

### Chairman's in trouble again

#### First The News

Another month has gone by already and we have had the AGM for another year. As you can see I am going to be chairman of the club for the next year, with no changes to the rest of the management team.

At the AGM the members there voted who they would like to be the next president of the car club. The result was that Pat Ward was elected and he is happy to take on the role.

The bad news (good news for some) is that we / I will not be running the Charity Car Push, this is because of work and family commitments. Rather than having a badly organised event i think it is better to cancel now and put our efforts into other events for the club.

The charity prize raffle will still be drawn at Snetterton on 17<sup>th</sup> July, so please keep selling those raffle tickets Lynn has plenty of them to sell to you your family and friends.

The good news is the rest of the planned events are going to take place with your entries and support.

Over the next few weeks we have:

**June 16<sup>th</sup>.** Club night at the Ugly Bug Colton, a chance to catch up with the membership and have a pint.

**June 18<sup>th</sup>.** Norwich Forum Local Motorsport Promotion Day, this is a first for us a number of our club members are giving up their day and bringing their cars to display them outside the Forum in Norwich to try to encourage new

members and or young people to take part in our type of motoring.

Please come along and encourage us and try to get the public to stop and look what we are doing.

**June 19<sup>th</sup>.** Vintage and Classic Car Run, starting at 9.30 form Hingham Sports Club and meandering through the Norfolk lanes finishing at the Bircham Windmill.

**June 23<sup>rd</sup>.** Last for the month of June is the Tibenham Autotest. This evening auto test is on the excellent site at Tibenham where we had our own stunt flying display last year.

We need more entries so contact the Entries Secretary:

**Gill Doble, Acorn House, 1 Orchard Close, Barford, Norwich, Norfolk NR9 4AZ**

**Tel: 01603 759528**

**Email:**  
**imd.puresport@btinternet.com**

Enter venue via 144 / 155 893 and follow the orange arrows to HQ.

The airfield is home to Norfolk Gliding Club and the club house will be open for hot & cold snacks and a bar.

NR16 1NT for your Sat Nav.

**JIM CLARK RALLY KELSO MAY 27<sup>TH</sup> & 28<sup>TH</sup> 2011**

As some of you know Christine, Suzanne and myself were on holiday up in Scotland the week before the rally. We spent the week of sightseeing, shopping, going round the odd stage or two and looking at historic houses and Suzanne went down the

Edinburgh Vaults.

The weather however was a different matter as whilst it was nice and sunny at home it decided to rain all week with some blustery and gale force winds thrown in.

On the Friday night we all agreed to help out and marshal, having asked at rally headquarters about signing on for the stages I was told that you signed on at the start of the stage you where going to marshal at. Not a very good goody bag though, we got a sticker, a dangly thing and a £2 meal voucher which wouldn't have got very much back at Kelso racecourse. So we decided to marshal at Bothwell which was stage 2 & 5 (for the internationals).

It was cold and windy but not remote as there was a farmer's house just a little bit further up the hill. We were all able to use the family's home as our bladders filled up. The lady of the house was very kind and she even bought a cup of tea down for Christine. The views from her living room window were amazing, could see the part of the stage we were marshalling at, within the warmth of the house.

We had no problems where we were apart from a few sparks flying here and there and a few near misses as they came over the crest. When the road opening car went through we were allowed to go but we had to go the way the stage went, we saw quite a few cars on the side of the road so the obviously were out of the running but they didn't look too serious so most of them were able to do a special event the next day.

We decided not to marshal on the Saturday and decided to head home so we were back at a reasonable time.

## **RACE FOR LIFE**

As some of you are aware Christine and Suzanne entered and competed in the race for life on the 14<sup>th</sup> May.

Both completed the course walking round in exactly an hour.

Could you please pay your sponsor money to them as soon as possible as they have to send it in by next weekend?

Thank you to everyone who sponsored us to help us raise money for Cancer research UK, Race for Life.

(see pictures)



## **Celebrating 60 years of the Sporting Car Club of Norfolk**

### **Charity Prize Raffle**

**The draw will be held at Snetterton on Sunday 17<sup>th</sup> July**

**Have you sold all your raffle tickets and would like some more?**

**Contact Lynne on**

**01953 483640**

**or**

**[lynnewellbelove@btinternet.com](mailto:lynnewellbelove@btinternet.com)**

**and they will be sent to you as soon as possible**

## Marshals Post

*Upcoming club events – Tibenham PCA, Norwich Forum, Midsummer Vintage & Classic Car Run*

*Other clubs:*

*Rainworth Skoda Dukeries Rally on Saturday 11<sup>th</sup> June based in Sherwood Forest organised by Dukeries Motor Club round of the 2011 Ward Construction AEMC Stage Rally Championship*

*East Anglian Classic Historic Road Rally on Sunday 19<sup>th</sup> June based at Barnham Broom organised by Chelmsford Motor Club*

*Huntsman Rally on Saturday 25<sup>th</sup> June based in Nottingham organised by Carlton & District Motor Club*

*Rover Centre Gymkhana on Sunday 15<sup>th</sup> May at RAF Honington (nr Thetford) organised by Chelmsford Motor Club*

*Richard Burns Memorial Rally on Saturday 13<sup>th</sup> & Sunday 14<sup>th</sup> August at RAF Marham organised by King's Lynn & District Motor Club*

*Lynn Charity Stages on Sunday 6<sup>th</sup> November at MOD Sculthorpe (nr Fakenham) organised by King's Lynn & District Motor Club round of the 2011 Ward Construction AEMC Stage Rally Championship*

*Tamworth Snetterton Stages on Sunday 20<sup>th</sup> November at Snetterton organised by Wickford Automobile Club & Green Belt Motor Club*

*Further information (if any) available from David Bell on 01603 720871 – there are also links to the relevant sites on the Marshals page on the club website ([www.scon.co.uk/SCCoNMarshals.htm](http://www.scon.co.uk/SCCoNMarshals.htm)) for any readers that are interested and have internet access*

*There are also links to event sites that may be of interest to club members on the Upcoming Events page on the club website ([www.scon.co.uk/SCCoNCalendar.htm](http://www.scon.co.uk/SCCoNCalendar.htm))*

*Club interest in the East Anglian Classic with Jim Deacon & Ian Doble out in the MGB and The Huntsman with Paul Brunton & Nick Wale out in the Ka*

### **2011 / 12 12 Car Championship**

Organisers required – volunteers preferred

#### **Who wants to have a go?**

Rounds 1 (David & Katy), 2 (Jonathan & David), 3 (Robert & David) and 5 (Howard & Bernie) are sorted

Leaving:

Round 4 (January)

Round 6 (March)

March Hare (March)

**NO organiser means NO event**

## 2011 Clubmans Championship

### **Round 3 – Thursday 23<sup>rd</sup> June**

Tibenham Production Car Autotest

Good quality sealed surface Autotest

Regs & Entry Form were included last month

### **Round 4 – Sunday 31<sup>st</sup> July**

Scatter

Details to be published ASAP

Organised by Paul Brunton & Nick Wale

Regs & Entry Form will be included in the July issue

### **Round 5 – Sunday 21<sup>st</sup> August**

Snetterton Production Car Autotest

Grass Autotest

Organiser required

### **Round 6 – Sunday 18<sup>th</sup> September**

Scatter

Details to be published when available

Organised by Fred & Liz Winter

### **Round 7 – Sunday 23<sup>rd</sup> October**

Lyng Garage Production Car Trial

Organised by David Leckie

### **New Year Scatter**

Scatter

Not really part of the 2011 Clubmans Series Championship but may be included in 2012

Details to be published when available

Organised by Julian & Sara Riley



## Clubmans Series Round 2

Results:

Car	Class	Driver	Total	o/a	Class
11	F	Richard Pearson	748	1	
10	F	John Peterson	756	2	1
3	R	Mark Banham	766	3	1
1	F	John Wadeson	770	4	2
4	F	David Daniels	778	5	3
5	F	Mark Harries	793	6	4
9	F	David Leckie	824	7	5
6	F	Peter Skillen	825	8	6
2	F	Candy Wadeson	832	9	7
7	F	Paul Brunton	DNF	Hose	
8	F	Nick Wale			
13	R	Peter Riddle	DNF	Misfire	
12		Jonathan Stimpson	DNS		
14	F	Oli Dennington-Price	DNS		

Round 2 and a first visit to the recently revised Snetterton for another fine evening (sunny if a tad breezy) with a slightly disappointing turnout. Thanks to the marshals Percy (Signing On and Results); Geoff, Maggy and Brian (Test 1); Gordon, Lynne and Mike (Test 2); Bernie, Chris and Trevor (Test 3); and all the competitors and spectators. Also an extra thank you to Howard & Bernie for organising the event and to Richard and John for demonstrating how it should be done. Apologies for the lack of the promised catering; break down in communications somewhere.

Championship Positions after round 2 (top 16):

o/a	Driver	1	2	3	4	5	6	7	Total
1	John Peterson	16	15						31
2	John Wadeson	12	12						24
3	Rob Kitchen	23							23
4	Mark Annison	20	2						22
5	Jonathan Stimpson	18							18
	Richard Pearson		18						
7	David Leckie	8	9						17
	Joe Annison	17							
	Nick Wale	15	2						
	Tom Leckie	8	9						
11	Sam Wadeson		15						15
12	Neil Peterson	13½							13½
	Rob Dominy	13½							
14	Dan Hilton		13						13
	Mark Banham		13						
16	Candy Wadeson	5	7						12

## Leukaemia Historic Rally

### HRCR Clubman's Championship – Round 3

This was our second outing of the year with a visit to south Wales for an event which I now know is nearer a low speed stage rally rather than a traditional Regularity event. Jim has won this rally twice before so it would be nice to gain the third especially as his birthday is the day after – no pressure then. The task was to be fairly mountainous though as the current leader of the championship is Howard Warren in a very quick Porsche 911 and they were seeded car#2 with us at #3.

The driver briefing reminded me of the Tour of Wessex last year with comments from the C of C something like – “Oh don't take too much notice of the first test diagram, just go where you can it will be obvious when you get there – they have changed the location of the piles of gravel/sand/sh\*t etc. since we made the diagram for the road book”.

The test locations were varied with two tests in a tarmac car park and two in what can only be described as a cross between a farm yard/scrap yard/gravel workings, and four on a very twisty narrow forest track, and with the meat of the rally on the Caerwent training area with 5 tests run twice.

In addition, there were four Regularities all being pre-plot during the day with a mixture of spot heights, grid lines, compass headings and finally a herringbone with a smattering of l/wts thrown in for good measure. Twelve intermediate controls were planned but the clocks went astray on a couple of them so only 10 control penalties were to count in the final results. We considered ourselves very lucky to finish 9<sup>th</sup> as some of our misdemeanours were very lightly penalised. The rally

was won by Howard Warren and Guy Woodcock in the Porsche 911, but only by 4 seconds from Bob Gibbons and Stuart Cardell in an obviously very agile Mk 2 Ford Cortina GT with John Ruddock and David Taylor in their Mk1 Escort a further 23 seconds behind. John blaming a fairly enthusiastic overshoot on the second run through Caerwent for losing his lunchtime lead.

Anyway back to our exploits. A short run to the first test in the “dump” as it was affectionately called went very well considering it was driven totally “blind” with very little help from me. From here we had a 20 minute transport section via a tulip road-book to a traditional autotest layout in a large car park. This went well without any mistakes, but we were beginning to get a bit overawed by the sheer launch ability and sound of the Porsche in front of us!

Now it was off to the first Regularity to the west and south of Usk. This also went quite well, although I was a little slow starting the stop watch and zeroing the trip as the self-start minute seemed to whistle by rather than creep up on me. This was typical of the event for me as I felt as if I was just that little bit behind and rushing to catch up all day. There had been an amendment at the start which adjusted all the speed change distances on this section which just added a bit of pressure that was not eased when the final control I was expecting did not materialise – another “feature” of the day as I think they must have struggled for marshals as Caerwent demanded so many.

Next we are into Llancayo Wood for a two lovely little tests. The first one went well but the second was a bit of a nightmare as while looking for Cone B we arrived at C & D! Too late to worry, and off to

morning coffee – some of these events are really very civilised. Talk here was dominated by Cone B, and it seems we were not the only crew to not see it. Anyway we resolve to look harder when we return for another go after coffee. Again the first test goes well – slightly better in fact as the first almost impossible hairpin left into a ford is cleared in one go this time rather than a shuffle.

Now we need to look really hard for Cone B – and what do you know here is Cone C & D. We decide to have a short reverse to find B – Jim spies it out of the rear window and we manage to negotiate it correctly. We smile at the Marshall but it is returned with a stoney stare. Our short reverse is probably 200 metres so we have a short discussion about possible penalties that do not bear thinking about and decide to carry on regardless. The results showed we had a 10 second penalty for the first misdemeanour and 20 seconds for the latter – we got away very lightly indeed.

Next it's off to Regularity 2 that was defined by grid lines and has 8 speed changes in a 45 minute section. This starts north of Usk and runs around the lanes in a clockwise direction to the east and south. This all seems to go quite well except we seem to be having a run of baulking to-day. Not following slow cars but cars coming towards us that we need to reverse for to allow them to pass. Needless to say it's not the easiest task to make up time in daylight on single track roads in deepest welsh Wales but Jim makes a very gallant attempt. This seems to be all in vain though as while I'm checking times before handing in our timecard at lunch I realise the times gathered at the last couple of IRTCs are complete gobbledegook. At least on this event I am prepared because after

my faux pas on checking times in Yorkshire I have a check sheet to keep a tab on things care of SCCoN's very own Percy.

Next it's off to Caerwent for the meat of the event. I've not been there before, but Jim has and was looking forward to it. The tests range from 0.75 to 1.5miles in length and they are laid out around the camp buildings using all the various roadways. This is very reminiscent of West Raynham and the Chelmsford Gymkhanas as all the roads have very robust looking high kerbs that will severely punish any errors. Although the test diagrams are labelled "Not to scale" I soon realise that the road can be called somewhat cautiously and hopefully this helps in addition to cone spotting. The first set of five are negotiated without incident so we nip off piste on our return loop to find some petrol and then we are into them all again. This time we have a couple of very minor over-shoots as I'm not quick enough with some of the calls for cones and slots, but no dramas and no damage done which is great.

A short transport section takes us to Regularity 3 comprising five speed changes during 38 minutes. The route was defined by compass headings for arrival and departures at junctions and takes us northwest from Caerwent back to Usk. Again we seem to be plagued by oncoming traffic. In one particular incident we come across a small horsebox parked in

the lane with the driver having a conversation with some-one across the garden gate. Jim reversed back around the corner and gave a polite toot-toot, but we seemed to wait for an age before they decided to come along and clear the road. No-one caught us so it cannot have been a minute, but again it was a case of trying to make up time, and luckily we did before the IRTC appeared. The next IRTC was an age coming and in the end it was about 50yds beyond the official Regularity Finish and I was very relieved to find it. Unfortunately, again the time obtained was once again gobbledegook and was scrubbed from the results.

Next we are back to the car park auto-test for a re-run without drama and into the final short Regularity that was defined with a herringbone with no speed changes, but with three not as map Long way round triangles. These were tricky little roads and we wrong slotted after only a few hundred metres. Fortunately we came across two cars coming towards us and the ensuring halt allowed me to realise my mistake so we reversed out smartly to find the correct road. While trying to make up the time lost we over-shoot the first lwt, so it's getting quite tense as you can imagine. So it's not surprising that when two young lads who refused to reverse down the hill to let us through got a traditional Norfolk response when they stopped beside us to inquire in local welsh accents "Are

you boyos in a rally?" - "P\*\*s \*\*f" mutters Jim and we barge our way through the undergrowth. I'm convinced we are smack on time at the next IRTC, but we lost 16 marks. My excuse is that I have not mastered the art of keeping the Brantz exact during all the reversing to allow all these locals to go about their business.....

Well that's the last of the Regularities and it's just a re-run at the "dump" and a short run into the finish to swop stories and await the results. We had a lot of fun in Caerwent and even the "dump" brought an unexpected smile to Jim's face. When we realised we had not been excluded for reversing on a test and it looked like we would gain a place in the top ten we called it a day and started the long haul back to Norfolk. Our next outing will be the East Anglian Classic so no travelling for a change.

Jim & Ian

PS One of the highlights of the weekend was our stay at the Premier Inn, Caerphilly. The young manager had a secure area where he could lock away the rally cars of the five crews staying there. While parking the car a young lady jumps into Jim's seat beside me with lots of modern expletives – awesome, cool etc. and takes some photos on her phone with the explanation that they were for the Premier Lodge in-house magazine.

REIS HRCR CLUBMANS RALLY CHAMPIONSHIP - Driver Points

Class Position	Name	Reg No.	Cat	Exp	R1	R2	R3	Class Total	O/A Total	Overall Position
<b>CLASS 1</b>										
1	Howard Warren	74	1	M	39	39	39	117	117	1
2	Jon Wood	5	1	M	27	37	37	101	101	4
3	Andrew Buzzard	10	1	M	30	22	36	88	88	5
4	Mike Vokes	28	1	M	38	35	0	73	73	8
5	Martin Neal	17	1	M	37	34	0	71	103	3
6	Jim Deacon	18	1	M	0	36	34	70	70	9
7	Roger Bricknell	87	1	M	36	33	0	69	69	
8	David Barker	1	1	M	13	18	25	56	56	
9	Roy Gillingham	89	1	M	2	24	29	55	55	
10	Chris Seymour	65	1	M	22	0	18	40	40	
11	Peter Horsburgh	50	1	M	31	0	2	33	33	
12	Tony Sheach	37	1	M	32	0	0	32	32	
13	Duncan Wild	82	1	M	0	32	0	32	32	
14	Bob Taylor	33	1	M	26	0	0	26	26	
15	John Larkin	9	1	M	23	0	0	23	23	
16	Robin Shackleton	23	1	M	21	0	0	21	21	
17	Rob Kiff	79	1	M	0	0	21	21	21	
18	Fred Gallagher	54	1p	M	10	0	0	10	10	

REIS HRCR CLUBMANS RALLY CHAMPIONSHIP - Navigator Points

Class Position	Name	Reg No.	Cat	Exp	R1	R2	R3	Class Total	O/A Total	Overall Position
<b>CLASS 1</b>										
1	Guy Woodcock	30	1	M	34	39	39	112	112	1
2	Robb Lyne	11	1	M	30	22	36	88	88	4
3	Matthew Vokes	29	1	M	38	35	0	73	73	7
4	Ian Doble	19	1	M	0	36	34	70	70	9
5	Ryan Pickering	68	1	M	36	33	0	69	69	10
6	Richard Dix	14	1	M	31	34	0	65	97	3
7	David Killeen	2	1	M	13	18	25	56	56	
8	Steve Skepper	6	1	M	23	32	0	55	55	
9	Shon Gosling	53	1p	M	20	24	0	44	44	
10	Richard Lambley	38	1	M	32	0	0	32	32	
11	Rob Kiff	79	1p	M	0	27	0	27	27	
12	Jeanne Taylor	34	1	M	26	0	0	26	26	
13	Lee Vincent	66	1	M	22	0	0	22	22	
14	Ralph Lodge	24	1	M	21	0	0	21	21	
15	John Kiff	80	1	M	17	0	0	17	17	
16	Peter Blackett	52	1	M	2	0	0	2	-	

## Road Rallying May Round Up

### Altratech 061 – 21<sup>st</sup> / 22<sup>nd</sup> May

The 5<sup>th</sup> round of the EMAMC, 2<sup>nd</sup> round of the Peak Trophy and 8<sup>th</sup> round of the ANWCC Championships, starting at Flowflex (Buxton) and finishing at the Waterloo Inn (Taddington) using maps 1118 & 119 (map books provided) again teamed up with Paul from Malton MC. Not an event that I have good track record on – 2007 (Hugh) excluded (more about that shortly), 2008 (Hugh) DNF two wheels in a ditch reversing back for a missed board, 2009 (Peter) 22<sup>nd</sup> o/a, 2010 (Hugh) DNF off in the first half, cut to petrol, terminal electrical problems after a heavy landing early in the second half.

Bit more history, last year's event earned the club a slap on the wrist and a fine from the MSA for various wrong doings – I didn't think this year's event would run but run it did with a new CoC and an MSA observer. Last year's event was also seriously rough, which could explain the low entry (only 46 against 60 for the previous 4 years). The club had been one of the main exponents of pushing the 'road rally regularity' rules to their limits and occasionally beyond.

For this year's event the navigation was 100% plot & bash; mainly join the dots (map books with marked vias) but with a couple of tulip / herringbone hand outs. After a few serious navigator error free events this was to be a little different as I managed to find time to make the three classic errors; the 'missed slot', the 'I have absolutely no idea where we are' moment and the 'long wrong slot when you're convinced you're on the correct road'.

The event started off with a short enduro style test around the start venue. With a bogey time of 22 seconds the times weren't going to have much impact on the final

results (or perhaps they would) – our time of 32 seconds left us mid table with fastest 28 seconds and slowest 52 seconds. At the start of the test we received hand out 1 to take us to the end of the second standard section. The first standard section started in the middle of the golf course and used the usual bridleway loop to finish south of Peak Dale. The bridleway is fairly rough for 900m and even with two manned PCs and a dodgy start clock we still had a couple of minutes to wait on a 7 minute section.

The second competitive section (19 minutes, 4 manned PCs, 3km of the Donkey Sanctuary white which is very, very rough for the first km, 800m of the Wheston white, 1km of the very rough Brook Bottom white finishing off with 800m of the reasonably rough Holmes white) demonstrated how difficult it is to come up with a 'dropper' when the event is under the close scrutiny of the MSA. This section saw my first faux-pas of the night with a big 'missed slot'.

Rather bizarrely the slot I missed was the very same junction that we allegedly failed to stop at a GW and were excluded in 2007. The junction is in GS1375 at Monksdale Ho, you'd think a cross roads would be fairly obvious! In 2007 we approached from the NNW and went SGW depart WSW. In 2011 it was app WSW dep NNW. Having missed the slot leaving us with over a km before finding somewhere to turn round we still had difficulty locating the road on the way back – now I'm not a fan of hidden DSO observed junctions and having seen the junction from all sides I have no idea where the DSO could have parked (safely as he wasn't on the white) and still been close enough to a) observe the junction and b) identify competitors. In my opinion the only fair way to police a SGW is to have the DSO out of their car

manning a SC where all cars have to stop for a signature giving the DSO the opportunity to identify the competitor and to hand out a punishment on the spot. My main whinge in 2007 (apart from being convinced that we had stopped) was that even though the alleged offence took place quite early in the first half the first thing we knew about it was after breakfast when the list of excluded cars appeared on the notice board (all 2 of them – cars 43 & 44). If we'd been excluded on the spot we wouldn't have destroyed a tyre and I wouldn't have lost my favourite romer!

Back to the event, even after my mega wrong slot (and the best efforts of some 'fans' to mis-direct us at a T junction) we were surprised to arrive at the control a couple of minutes early which must have been a bit frustrating for the crews that we had to overtake in the queue, Things were not well with the car, Paul thought he might have broken a shocker on the first white as the handling was a bit off – although it could just have been the tubby nav – decided to take it easy on the whites and have a proper look at petrol.

Hand out 2 and more join the dots to control t3 (transport) via s2b (standard) with no problems. The controls were numbered 'strangely' with s2b the end of the 3<sup>rd</sup> competitive sections to control s2b. The next 'section' took us from t3 to s3c through 3 standard section (two timed to the minute split by one timed to the second). Hand out 3 took us to s3a (confusing to explain but obvious on the time card). More join the dots via the Youlgrave triangles to finish at the end of the long and very, very rough Middleton Common white (A515 junction).

The next section saw the first serious attempt at taking some time out of the crews. The section started off on one side of the A515 with the hand out collected on the other side (very, very rough white), in order tulips to

s3b via the relatively smooth Harington white. The 8 minute section was spiced up by a 2 minute dead section (through Heathcote). Even with the dead section, 2 manned PCs and 2 SCs the top 15 still cleaned the section. One more join the dots to s3c and we were at half way (no petrol yet).

Half time saw the top 15 with only the penalties from the test at the start troubling the scorers with us the best of the rest at 16<sup>th</sup> o/a. A bit of tlc saw the 'problem' with the shocker 'fixed' and we picked up hand out to take us to t5 at Errwood Reservoir via petrol in the centre of Buxton with hopes of a decent result.

As we drove through Buxton the heavens opened treating us to a couple of hours of heavy rain. An amendment at half way confused me somewhat but it was just a taste of the organiser's next attempt to get some penalties on the time cards. Join the dots from t5 to t6 via the first regularity section, At the briefing the impression given was that the first bit of the regularity (to the second) might be cleanable and early arrival penalties would be strictly applied but also the second bit (to the minute) should be cleanable and early arrival penalties would also be strictly applied. The amendment also stated that the marshals on the manned regularity PCs would take 10 seconds to sign the time cards.

Another amendment at t5 showed a novel route through the first NAM – trees in the car park had been numbered and the correct route was to slalom down the car park in and out of the trees. Anyway it worked, 5 minute section, 3 manned NAMs and everyone dropped time at i5. 4 minutes, 2 NAMs to r5 and our first problem of the night, PC 5e had gone missing. Tricky things missing PCs, we went searching and dropped a minute – according to the finish marshal the first few crews had all the boards, one for the finish.

Still heavy rain and a longish

transport section past the Cat & Fiddle to s6 on Axe Edge Moor, not a happy hunting ground, this was to be no exception. Hand out 6 and more join the dots. It all started to go a bit pear-shaped at a NAM soon after the start of the section. I have a bit of previous with this particular bit of moor. Arrived at the NAM to find a queue of cars, one bogged down and two milling around – it was fairly obvious that it was impossible to go the correct way so we went the wrong way and after driving 75% of the triangle in both directions decided that there was no board (the NAM diagram showed the location of the board and it wasn't where it was supposed to be) – gave up on that one and set off again. Time for the second faux-pas, I still haven't quite mastered the "it's happened – forget about it" mindset and the missing boards continued to distract me, The dots were quite spaced out and I 'lost the plot' at the next board with a 'I have no idea where we are' moment at the next junction. Picked the wrong way and a junction with an A road wasn't much help – apart from confirming that I didn't know where we were. Back to the previous junction and follow the next car. Next junction and a NAM had me back on the case but the combination of the missing board hunt and the 'faux-pas' cost us 3 minutes on a cleanable section.

Hand out 7 at s6a, herringbone to r6 via i6 and then more join the dots via s6b, n7, i7, r7, s7 to t8. No problem with worrying about early penalties at i6 but r6 was a different matter. Still fretting about the previous section we were almost at r6 before I remembered to check the times – well 3 minutes to cover 500m was a challenge but fortunately the marshals at r6 were on a large NAM in a field and they were more interested in the antics of crews trying to find the correct route than applying early arrival penalties.

n7 to i7 ran from Butterton via the strange double junction at

Wettonmill (first one slot right in ford and second time right at crossroads up a NTR), the incredibly smooth and fast white along the River Manifold valley to Ecton. Again no problem with early arrival at i7 and a more organised go slow to r7.

Long transport section to t8 and the final competitive section to s8. Hand out 8 and more join the dots, time for the final faux-pas and the daddy of the three. Not sure whether it was familiarity or tiredness but I didn't really need the hand out to know where we were going – tsch tsch tsch. Section started with the incredibly rough Chelmorton white (run S to N) followed by the fast yellows along The Jarnett and Taddington Moor finishing off with the fast white / very steep and rough and bendy and slippery footpath past Fivewells Fm. Why did I send Paul up the wrong white, the embarrassing wrong slot when you don't think you have – fortunately we came across a closed gate or we could still be out there! I still couldn't accept that I'd wrong slotted and a debate followed, Paul decided that we were wrong and then had to reverse the 800m back to the yellow – not an easy task in a rally car. Eventually picked up the correct route and amazingly made our minute.

Mega breakfast, bit slow (have you heard the one about the one-armed waiter?) but well worth the wait.

Final results showed us 12<sup>th</sup> o/a with 9:18 (board penalties scrubbed) with the winners (Carl Hawkins / Iain Tullie) with an incredible 0:48.

Certainly a vast improvement on last year but they'll need a different approach next year.

Paul & David Car 23



**Miscellaneous****HEATHLANDS**

Community Centre

**SUMMER FAIR SUNDAY 17<sup>th</sup> JULY 2011****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 &amp; 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

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