

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2011



Jonathan & Ian – The Huntsman Rally

Events coming up in July

Sunday 17 th July	Sunday 17 th July	Thursday 21 st July	Sunday 31 st July
Charity Prize Draw	Heathlands Summer Fair	Natter & Noggin	Paul & Nick's Summer Scatter
Snetterton	Blofield	Ugly Bug Inn	Dereham
Contact Lynne Wellbelove	Contact Chris Willott	Contact Howard Joynt	Contact Paul Brunton Nick Wale

Inside this issue	
The Latest ...	3
2011 Calendar	4
Editorial	5-7
Marshals Post	8
2011 Clubmans Championship	9-10
East Anglian Classic	11-12
Road Rallying	13-14
Huntsman Rally	15-16
Miscellaneous	17+

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

Pat Ward

Management Team

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280

Howard Joynt
howardjoynt@googlmail.com
07917 060052

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

Lynne Wellbelove
lynnewellbelove@btinternet.com
01953 483640

Mark Annison
lorraine.annison@btinternet.com
01263 513052

Howard Joynt
howardjoynt@googlmail.com
07917 060052

Julian & Sara Riley
01953 850808

Christine Newson
cjnewson32@yahoo.co.uk

David Bell
percy@sccon.co.uk
01603 720871

David Leckie
01603 893294

Trevor Addison
Bernie Fox

Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

Included with this edition:

**Clubmans Series Round 4
Regs & Entry Form**

**Clubmans Series Round 5
Regs & Entry Form**

**Richard Burns Memorial Rally
Marshal Registration Form**

Charity Prize Draw

Sunday 17th July

Snetterton

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 July** for the next Natter & Noggin

Diary Dates

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

Sunday 17th July
Charity Prize Raffle Draw
Snetterton

Sunday 17th July
Heathlands Summer Fair
Blofield

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

Sunday 31st July
Clubmans Series Round 4
Summer Scatter

Wednesday 3rd August
Management Meeting at the Ugly Bug Inn, Colton

Thursday 18th August
Club night at the Ugly Bug Inn, Colton

Sunday 21st August
Clubmans Series Round 5
Snetterton PCA

Sunday 18th September
Clubmans Series Round 6
Autumn Scatter

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.

Sunday 3rd July
Rover Centre Gymkhana

Saturday 13th August
Sunday 14th August
Richard Burns Memorial Rally

Sunday 21st August
Clubmans Series Round 5
Snetterton PCA

Saturday 24th September
Hutton Kitchens Woodbridge Stages

Sunday 23rd October
Lynn Charity Stages

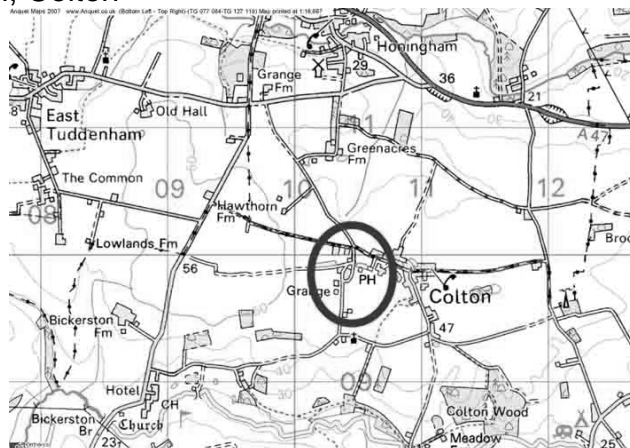
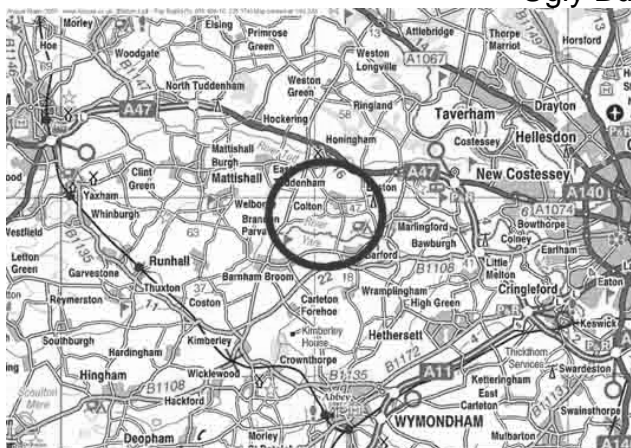
Paul & Nick's Summer Scatter

Sunday 31st July

Round 4 of the 2011 Clubmans Championship

Dereham

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		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 17 th July	Charity Prize Raffle Draw		Lynne Wellbelove
Thursday 21 st July	Club night		
Sunday 31 st July	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Thursday 18 th August	Club night		
Sunday 21 st August	Production Car Autotest	Clubmans	John Peterson
Thursday 15 th September	Club night		
Sunday 18 th September	Navigational Scatter	Clubmans	Fred & Liz Winter
Friday 30 th September	12 Car	12 Car	David & Katy Leckie
Thursday 20 th October	Club night		
Sunday 23 rd October	Production Car Trial	Clubmans	David Leckie
Friday 28 th October	12 Car	12 Car	Jonathan Stimpson & David Burlingham
Thursday 17 th November	Club night		
Friday 25 th November	12 Car	12 Car	Robert Aldous & David Mann
Thursday 15 th December	Club night		

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

Editorial Chair

Martin Newson

Chairman's Report July 2011 (It is the weekend what is on)

It will be easier if I put the date first then do a report on the day, so here goes.

16th June Natter and Noggin at the Ugly Bug.

About a dozen of the club members turned out for a pint and a chat, with no hot news to report we chatted the night away planning the weekend ready for the events at the forum and classic run.

18th June at the Forum in Norwich.

What an excellent turn out of club members and cars we had on show outside the forum.

We had cars from:

Jim Deacon
Historic MGB

Paul Brunton
Ford KA (night event car)

Dave Mann
Subaru Group N Rally Car

Martin Newson
MG ZR Tarmac Rally Car

Peter Riddle
Vauxhall Nova (clubman's car)

Rob and Emma Henchoz
Volvo Historic Rally Car (long distance endurance events)

Julian Riley
Saab 96 Historic Rally Car

Mark Annison
Ford Escort Mk2 Rally Car Service Area + Lorry and Catering

Roger Bennington
TR7 V8 ex works rally car
Aston Martin Race car
Lotus Evora
Caparo Track Car

On the day we chatted to around 200 people out of probably 1000+ who looked at the cars on display. Several people supported us by buying a raffle draw ticket.

The weather was sunny, where short outbursts of rain interrupted proceedings as when the rain came down everyone disappeared. It was a long day but we were able to create an impression in the city and I would now try to name everyone who manned the stand on the day.

Jim Deacon
Paul Brunton
Nick Wale
Lynne and Gordon Wellbelove
Peter Riddle
Rob and Emma Henchoz
Julian Riley
Dan Hilton
Christine Newson
Suzanne Newson
Phil Newson
Dave Leckie
Dave and Julie Mann
Brian Marquis, Linda and Tuesday Horne (thank you for bringing Mark Annison's truck and awning - which was really appreciated considering the weather).

I am sorry if I missed you off the lists above, but I have now reached an age where age could be used as an excuse.

19th June Midsummer Vintage and Classic Car Run (were all over the place)

Yet another early start, having to be at Hingham Sports and Social

Club by around 8am to set up the venue and be ready to sign on entrants and marshals for the day ahead.

Some of the cars started to arrive at 8.15 to buy their bacon roll, and take advantage of the free tea and coffee before they set off at their allotted time.

With Chris Willot, Dave Leckie, Trevor Addison, Adrian Sayers and Gordon Wellbelove looking after the parking arrangements and sending the cars on way everything was in control.

When most of the cars had departed and where on route, Martin went out to a Passage Control to check it's location as it was in a tricky position. The management team decided to move it to a better move it to a safer location.

We moved the control to outside a small transport yard and house after I knocked on the door and disturbed the owner's breakfast to ask permission to use the yard entrance for our passage check.

When we arrived there later on in the morning apparently the whole family had been outside taking photographs of the cars as they arrived. The girls who were manning the control, said that they had been out most of the time and were very helpful.

The main stopping point on the way around the route was the Industrial Seam Museum at Fornsett St Peter (near Long Stratton). Everyone found the owners very friendly and helpful at this interesting site. The marshalling team had a very challenging time checking the cars in and parking them.

John and Cindy Boot checked them in then Howard Joynt and Berine Fox found the parking slots. Making our way towards Great Massingham we received three phone calls from car owners that had car problems.

Two cars had lost the electrics another had over heated because it had lost a fan belt.

We got in touch with our mobile recovery unit who went out to the

Ferrari put on a new fan belt topped up with water and they were on their way again as we arrived at the road side.

I am very pleased to say that all three cars were repaired and they all came to the finish at Bircham Mill.

As we travelled north on our Classic route the weather seemed to be getting worse, the rain showers effected the time the

crews spent at the finish. By the time we arrived there were only around 25 cars in the car park, but some did find time to thank us and the marshals for the day's events and route this year.

I would like to take the opportunity to congratulate Jonathan Stimpson, Paul Brunton and Nick Wale on their excellent results on the Huntsman Rally recently.

JULY 17TH AT SNETTERTON

at 4.00pm the SCCoN Charity Prize Draw.

This is it.

**Your time is up the prize draw is happening this weekend
Snetterton at 4.00pm**

You must get all your raffle ticket stubs and unsold raffle ticket books back to Lynne now to be included in the draw.

Please take them or post them (do not forget to include the cheque for the tickets sold) to the address below.

DO NOT SEND CASH IN THE POST. MAKE CHEQUES OUT TO SPORTING CAR CLUB of NORFOLK LTD.

**Lynne Wellbelove
The Heathers
Caston
Attleborough
NR17 1DD**

It is urgent that the draw tickets, monies etc are returned now.



WANTED



CLASSIC VEHICLES

Seething Airfield Charity Air Day 2011
11th September 2011

- ❖ Participation Invited from Pre 1980 Cars / Bikes / Light Commercials
- ❖ Historic Airfield - Fantastic 2 Hour Air Display
- ❖ Static Aircraft Displays & Ground Attractions
- ❖ All Proceeds to Local Charities
- ❖ Free Entry For Vehicle, Driver & One Passenger*
- ❖ Booking Essential – Entries Close 19th Aug 2011
- ❖ Limited Space – Book EARLY !

More Info : www.seethingcharityairday.com

e-mail : vehicles@seethingcharityairday.com

Contact : John Allan Tel 01263 731846 / Mob 07775 628953

* Additional occupants charged at standard entry rates

Seething Airfield Charity Air Day 2011, Seething Airfield, Toad Lane, Seething, Norfolk, NR15 1EL

Marshals Post

Upcoming club events – Snetterton PCA, Lyng Garage PCT

Other clubs:

Rover Centre Gymkhana on Sunday 3rd July at RAF Honington (nr Thetford) organised by Chelmsford Motor Club

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

Hutton Kitchens Woodbridge Stages on Saturday 24th September at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club

Lynn Charity Stages on Sunday 23rd October 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 20th 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) 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)

NOTE: The date for the Lynn Charity Stages has moved forward two weeks because of the proximity to the date for the Tamworth Snetterton Stages – the Lynn Charity Stages now clashes with the clubs scheduled Lyng Garage PCT – watch this space.

NOTE: Richard Burns Memorial Rally – all marshals will need to pre-register – this can be done on-line or by filling in the registration form included with this newsletter

2011 / 12 12 Car Championship

Organisers **still** 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 4 – Sunday 31st July

Scatter

Start at Morrisons in Dereham

Finish at The Longham White Horse in Longham

Organised by Paul Brunton & Nick Wale

Regs & Entry Form included with this newsletter

Round 5 – Sunday 21st August

Snetterton Production Car Autotest

Grass Autotest

Organised by John Peterson

Regs & Entry Form included with this newsletter

Round 6 – Sunday 18th September

Scatter

Details to be published when available

Organised by Fred & Liz Winter

Regs & Entry Form will be included with the August newsletter

Round 7 – Sunday 23rd October

Lyng Garage Production Car Trial

Organised by David Leckie

Regs & Entry Form will be included with the September newsletter

New Year 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 3

Results:

Car	Class	Driver	Total	o/a	Class
5	F	John Peterson	573	1	FTD
10	F	John Wadeson	577	2	1
2	F	Mark Harries	579	3	2
7	F	Jonathan Stimpson	589	4	3
1	F	David Daniels	602	5	4
21	R	Ben Edwards	603	6	1
3	F	Alan Sampson	619	7	5
6	F	Graeme Aldridge	628	8	6
20	R	Jim Deacon	670	9	2
4	F	Will Makins	707	10	7
6	F	David Leckie	713	11	8
11	F	Candy Wadeson	755	12	9
9	F	Suzanne Newson	789	13	10

Round 3 and a return visit to Tibenhams for another fine evening (sunny if a tad breezy) with another slightly disappointing turnout. Thanks to the marshals Ian & Gill (Signing On and Results); Geoff, Maggy, Mike and Percy (Tests 1 & 3); Duncan, Howard, Gordon, Lynne, Mandy and Donna (Tests 2 & 4); Martin, Christine and Peter (Crowd Control); Paul & Nick (Clear Up) and all the competitors and spectators. An extra thank you to Ian & Gill for organising the event and to all at the airfield for their enthusiastic support.

Championship Positions after round 3 (top 17):

o/a	Driver	1	2	3	4	5	6	7	Total
1	John Peterson	16	15	19					50
2	John Wadeson	12	12	16					40
3	Sam Wadeson		15	19					34
4	Jonathan Stimpson	18		13					31
5	Mark Harries		10	14					24
6	David Daniels		11	12					23
	David Leckie	8	9	6					
	Rob Kitchen	23							
	Tom Leckie	8	9	6					
10	Mark Annison	20	2						22
11	Alan Sampson	10		10					20
12	Jim Deacon	11		8					19
13	Richard Pearson		18						18
14	Candy Wadeson	5	7	5					17
	Dan Hilton		13	4					
	Joe Annison	17							
	Nick Wale	15	2						

East Anglian Classic

HRCR Clubman's Championship – Round 4

Jim and I lined up at Car 2 for what we hoped was going to be a good chance for a top 3 placing as some of the current championship contenders had decided not to enter. That said there were plenty of top crews out and it was to be a close encounter.

Last year's champion navigator Ryan Pickering was seeded at #1 and at #4 was last year's champion driver, Martin Neal, running in his newly acquired Mexico after campaigning Midgets since he was in short trousers, ably navigated by Richard Dix.

The event was based at Barnham Broom Golf Club and the first Regularity started at the exit and took us south in an anticlockwise loop around Wymondham to Hethel for the first two Tests using the old perimeter track. The navigation for the first two Regularities was collected half an hour before our start time so provided adequate time for plotting. That said the first set of clues was grid lines which around Barnham Broom are the same numbers for eastings and northings so care was needed to identify the correct route. This was a gentle starter with only two speed changes and two IRTCs in the 15 miles but we collected a 3 and 5 where it should have been 1 or 2s so the pressure was on from the beginning.

The first test was quite entertaining for us and the car in front as there were three manned passage checks to stop at for signature. At the second one I had what seemed to be a prolonged conversation with the marshal to get him to write his initials in the correct box – which caused some frustrated mutterings from Jim, and then at the third PC there was

a very nice lady sat in here deck chair at a safe distance. When we arrived she ambled over with a very pleasant “hello” and very precisely wrote her initials in the box provided. Talking to Ryan at lunch he had a similar tale, but the Marshal was still sitting in his car at the second PC when they arrived. The test times showed we had both picked up 10 or 15 seconds more running at the front as we had woken up the Marshals – just one of those things.

Regularity 2 was defined with junction instructions, TR, SO etc and then a mixture of spot heights and map features. It took us south passed the new Tacolneston masts down to Gissing and then an intricate figure of eight through the Tivetshall's to finish near The Ram on the A140 after an hour's motoring with 5 IRTCs but only three speed changes. This lulled me into a false sense of security when we unexpectedly came across the first IRTC at 2.56mls around the back of Wreningham. With the first speed change due at 3.3 miles I had assumed there would be no controls until after the change – wrong – (we all know assume makes and ass out of u and me!) This led to the inevitable problem of not having been able to make up the time lost at the Control before the speed change was due. This means the navigator must work out the time difference between the two speeds over the remaining distance and then adjust the actual time to be running at. Definitely the most challenging task that faces “the would be” Regularity navigator. Anyway it took me nearly 3 miles to finally do all the arithmetic and work out where we should be and at what time and it was not until we were somewhere near the Tacolneston mast had I sorted it out – but not well enough, as it transpired. I was so engrossed in zeroing the trip and setting off from

our temporary stop at the right time that I forgot to start the stopwatch which resulted in us being 11 seconds adrift at the next control; just goes to show I can only do two things at once and not three! The rest of the section went quite well, so with a short detour to Diss for some fuel we headed out to The 100th Bomb Group Museum near Thorpe Abbots for a hectic round of tests before an early lunch.

This is an airfield very similar to Brandiston in “feel” with broken concrete covered in the usual farming substances making the grip level very variable to say the least. Jim was worrying that his tyre selection may not have been the best when he saw all the dirt lying around, while the recent rain had served to make it a tad more slippery. It can't have been too bad though as we posted a joint fastest time with two others over the 33 second autotest. The next test was much longer and very slippery in places but we managed third fastest on 186 seconds, so you can tell how far it was. We repeated these tests before a very leisurely lunch in the 100th Bomb Group Memorial Museum. We were not the only club to be visiting as it was full of Scooters and various other more high powered motorcycle machinery. All I can say is it was a good job we had plenty of time as I think they had to boil the kettle every time someone ordered a cuppa. Nevertheless a fine place to stop and it was possible to watch some of the other competitors completing the tests from the top of the Control Tower – well worth a visit another time. Anyway back to the rally.

After lunch it was a repeat of the four tests in the opposite direction so the adrenaline was soon running again. Jim pulled out all the stops on the run through the

long one and we managed to beat the bogey by 2 seconds and were 5 seconds quicker than the next crew – don't remember much about it except yelling "right of cone C" a few of times at ever increasing volume – and it seemed to work.

The hand-out for the next two Regularities was provided just as we departed lunch for the Tests and fortunately I managed to get them both plotted while we were waiting for the Test to be opened. Regularity C started with a marked map for half of it heading north through Pulham St Mary and heading towards Woodton and then it reverted to tulips for the second half before finishing near Poringland. Penalties were not too bad on this section with a 2 and 3 but a 7 on the last IRTC was a bit of a blow, especially when we believe we are running about 3 seconds early. At the moment I can only put it down to very slight variations in mileage. Pulling up then reversing to let on-coming traffic through upsets the distance by a 20 or 30 metres every time it happens, but I can't recall if this is what actually happened along here.

A transport section from Poringland to Blofield with a possible fuel stop that we did not require left us running #1 on the road which was a new experience for me. A series of 10 map references took us from just north of Blofield via Ranworth, Woodbastwick and Frettenham to finish on the junction of the road to Stratton Strawless and the A140. I managed to navigate our way through Panxworth without making a mistake, which is a minor miracle as although the roads are all where they should be the

Browns and Yellows seem to have been muddled and the priorities are not as expected from the map – well that's my excuse. The results at the three IRTCs were a bit erratic with a +6, 0 and -7. I was beginning to panic a little when the last control was within about 50 yds of the End of Regularity at the A140 and was hidden from view until the very last yard – I was very relieved to find it, but disappointed with the penalty. Never mind off to Brandiston for a thrash at some tests.

We entered on the white heading NNE at the top of GS1320 with the end of the first test at the staggered crossroads. Then the second test went around the triangle back onto the yellow in the middle of GS1320 before a second run at both of them. Apparently the MSA put a stop to them using the cross roads as a split/merge. As usual it was very slippery especially after a couple of rain showers and the long drag down to the 90L/90R was a little hairy at times, I concentrated on the test diagram preferring not to look out of the window – Jim had the MG under finger tip control I'm sure? I wish the same applied to me! For as we lined up for the start of the last test we were given the time to take – now at 30 second intervals, and we were the first for a second run - the time card signed, chip was chipped, then wait for count down – nothing – I asked for the start time to be confirmed and we were already 15 seconds late – what a cock up – I tried a discussion with the marshal – who seemed very flustered saying "go go" so we went. I should have stuck my ground and refused, but this was a new experience for me and I didn't. The time we got was nonsense, so we

resolved to sort it out at the finish as it was too late now!

No sooner had we completed this fiasco than it was into the final Regularity Start which we nearly drove straight through! All the competitors I spoke to were expecting a sting in the tail with this final plot n bash section, but it was nowhere near as bad as predicted being just a series of six spot heights, no speed changes and only two controls to get us back to Barnham Broom. With so few spot heights it was a job to find them especially with a map change, but most folks got it OK. The route crossed the A47 from north to south in GS1111 and Jim and I had a short discussion about whether to get there early to allow for traffic, but we decided not to in case there was a control at the junction, so we carried on to schedule and it worked out fine. In fact our least penalties with only a 1 and a 2, but this was two too many as it dropped us from 3rd to 4th – It's pretty tight at the sharp end on these events.

We were pleased with our result but the cock up at the last Brandiston Test, although sorted by the organisers, still left us with an additional 10 seconds. While a little more accuracy on the Regularities would have kept us in the 2nd position we held for most of the afternoon, so as always there were plenty of "if onlys" at the end and enough to keep us on the hunt for the next win. Perhaps it will be on the Ross Traders at the beginning of July – we shall see.....

Jim & Ian
Car#2

Road Rallying June Round Up

GPMC Memorial – 11th / 12th June

The 6th round of the ANCC and 11th round of the ANWCC Championships, starting at Myerscough College (nr Garstang) and finishing at Knowle Green Village Hall (in the middle of nowhere but not too far from the start) using maps 97, 98, 102 & 103 again teamed up with Andy from Beverley & DMC. Third go at the event for me 14th o/a in 2009 and a DNF (clutch) last year – usually a well put together event over some cracking roads. For 2011 we were running at car 26 in the Semi Experts against a very strong top 20.

The event navigation follows the normal practice for Lancashire rounds of the ANCC Championship which is basically pre-plot with the route instructions handed out an hour before your due time at TC1 (approx 2 miles from the start). Two A4 sheets in a decent font listing Give Ways and Vias enough information to get the entire route onto the map. I'm pretty poor at plotting map references but even I managed to get 75% of the route onto the maps before we left the start car park. I assumed that I'd get the rest done at petrol although with no make-up allowed at any of the controls except 8 minutes at petrol this could have all gone a bit pear-shaped.

This will be a report of two halves, first half factual and the second half a tad hypothetical.

The time cards showed two standard sections timed to the second, twelve standard sections timed to the minute, four neutral sections and one transport section (for petrol and make-up) with a total mileage of only 100 miles we were scheduled to be sat at the breakfast table well before 4am. With the short nights there isn't a lot of time left over for lengthy petrol halts and

time recovery.

Things started off badly, very badly in fact. A bit more background, the organisers had come up with yet another cunning plan to take time out of crews – again it involved the procedure at manned passage checks. Code boards were in the form of car registration plates mounted vertically facing the road hidden behind Control Boards, unmanned checks just needed the board recorded on your time card, manned checks were a little different (are you sitting comfortably!) – stop at the board – record the board on your card – hand your card to the marshal for a signature – while the marshal was writing on your card sign his check sheet – swap cards and away you go. Painful but the same for everyone and it is just to take time – well not exactly the same for everyone if you arrive at a manned passage check 4th car in a convoy, especially if the marshal is on their own and has been instructed to take the same time for each crew. The route was basically the same as last year with the first section timed to the second. The marshal at TC was just starting the 5 second count down when, joy of joys, Joe Public drives past on his way home. I'm sure we weren't the only ones to suffer from non-event traffic but opening the event with one of only probably two 'droppers' very close to civilisation (100m off the A6) was perhaps a bit naive. The first section had a time allowance of eight minutes including 5 code boards (3 manned) and ¾ mile of rough-ish white – we managed to get stuck behind another two members of the public and ended up dropping 3:32.

Things now went very pear-shaped. Eleven minutes for the next section. Two miles in we had to find two boards in a taped NAM car park followed by two straight

ons at yellow crossroads. We struggled to find one of the boards in the car park resulting in us being caught by car 27, the first crossroads was OK but at the second one I felt the car turn 90L to the accompanying 'that wasn't a crossroads' – ah but it is on my map – turn round – easier said than done with car 27 and car 18(!) in close attendance. Eventually got turned round and made it to TC3 via another couple of boards to have my ghastr well flabbered by the time on the marshals clock – even with the wrong slot the section felt long enough to have been easily cleanable but according to the marshal's clock we were 9 minutes late. By the time I'd recovered and asked to see the clock I was a bit surprised to find it running at least 7 minutes 'fast', OK organisers tweak clocks but it's usually the one at the start of a section and as this was a 'don't pass the control board until your due minute' event screwing a finish clock by that much didn't make sense.

Decision time at NTC4, 3rd car in a queue wanting to start on the same minute, already 12 minutes into lateness after only 19 minutes of competition and with only a maximum 8 minutes available to recover at petrol – do you waste another 2 minutes of lateness and start on your own – or do you go off in the convoy. Went with the convoy option and with hindsight that was the wrong choice. First board was manned and somehow car 23 had infiltrated our convoy leaving us 4th in the queue at the board, it seemed like a lifetime costing us a minute at TC5. The fact that we cleaned the rest of the route to petrol just rubbed salt into the wound.

The second half was much more enjoyable. Finished off the plotting at MTC3 / TC10 and even felt confident enough to start the second half without recovering our full 8 minutes. Petrol had been in Kirkby Lonsdale with the first half running south to

north parallel to M6 on maps 102 & 97 and the second half running north to south over the moorland roads on maps 98 and 103 with the dropper assumed to be the section timed to the second down to Gisburn Forest.

Gentle start with a seven minute section around Low Bentham (start / finish venue of the Morecambe rally running at the end of July) and a neutral to NTC12 and a sixteen minute section over White Moss finishing on Tatham Fell. Although the sections had three 'Quiets' and some challenging roads we were a little disappointed to find that we'd dropped three minutes at TC13 as we hadn't made any mistakes.

A couple of cleaned sections took us to TC15 and the start of the section timed to the second. Usually on the moors I'm reduced to time card holder but I must be improving as I managed to call most of the road over Clapham Common and through Gisburn Forest without losing my place – we expected to drop time at TC16 but 4:05 seemed a bit excessive for another mistake free run.

The naivety of the first section was emphasised by the fact that I don't think we saw another car all night (apart from the convoys caused by the dodgy clock). Couple of cleaned sections to the finish and we were in the queue for breakfast at 3:52.

Now for the hypothetical bit – how do you organise an event running over 100 miles so that you get a result while keeping the competitors and the MSA happy. As I've said before, there are very few roads in the UK that you cannot maintain an average of 30 mph, the longer the section the easier it gets.

Three basic options, screw the clocks, screw the distances, screw the clocks and the distances. However it's usually one or the other and for this hypothetical exercise we'll go for distance and imply that the clocks are OK by insisting that you don't enter

controls until your due time is shown on your clock.

Take the bigger picture 40 miles and 80 minutes to get from TC1 to TC9, 50 miles and 100 minutes to get from TC10 to TC20 with 32 minutes to get the 10 miles from TC9 to TC10 and fill up with petrol.

Introduce some time consuming procedure at manned passage checks, lose white road mileage from the timing schedule, add one or two complicated NAMs in car parks and lay-bys and let's reposition some of the controls.

To make sure we get a result let's move TC2 three miles down the road to leave 8 minutes to cover the 7 miles. Then we'll leave TC3 to TC9 at 30 or thereabouts absorbing the 'extra' 6 minutes with a bit of creative rounding in a couple of relaxed non-competitive sections through villages.

TC10 to TC12 again timed at 30 or less adding a bit more time to the bank from another non-competitive section. TC13 and another opportunity to move a control a couple of miles down the road and perhaps add a 3 mile loop to leave 16 minutes to cover the 13 miles to TC13. Another couple of very slackly timed sections and some more time in the bank for another 'dropper'. This time we'll move TC15 3 miles back towards TC14 leaving 6 minutes to cover the 6 miles to TC16.

Nearly done now, a couple of relaxed sections and what have we got left in the bank, enough time to TC20 a couple of miles down the road for a small sting in the tail leaving 8 minutes for the 6 miles to the final control.

The main skill of the organiser is to keep everyone happy, last year 061 failed to do this and paid the price. In my opinion it is impossible to run an event (pre-plot) to the letter of the Blue Book law and come up with a result.

In the same vein it is also almost

impossible to come up with an event, with a result, that would stand up to the scrutiny of a disgruntled competitor with a well thumbed Blue Book.

Plot & Bash is a slightly different ball game. The less experienced organiser will go for the difficult / time consuming navigation – this causes all sorts of problems (mainly PR but also competitors screwing their own distances when they get lost). The better solution is straight forward navigation and a little screwing, or if you have the resources lots of short (2 mile sections) does the trick without any screwing at all.

Now, what do we need to do for the March Hare?

Let's go back to the breakfast queue.

We were expecting a poor result as we hadn't seen any broken down cars and the marshal check sheets showed that we were still running about 26th on the road but the final results showed us 12th o/a with 11:37 (dodgy clock penalties scrubbed) with the winners (Steve Head / Iain Tullie) on 3:27. There was a 2 minute gap to 11th so our minute penalty at TC5 wouldn't have made any difference to the result and I doubt that we were held up for more than a minute on the first section so overall happy with the result. Car 27 had a good run ending up 9th o/a on 9:21.

There were some problems with the results (technical rather than queries) and I still haven't seen a detailed breakdown of who dropped what and where.

Andy & David Car 26



Huntsman Rally

Huntsman Rally
25th June 2011

Having teamed up with Ian Graham from Kings Lynn DMC for a few of their 12 cars, and an unfortunate failed attempt at the Myotis rally recently we decided to see what other events were on the horizon. Ian suggested the Huntsman Rally, a daytime 'national b' event run by Carlton and District MC in the South Derbyshire area. I mentioned it to Paul and Nick and we all decided to put an entry in and have a go.

Signing on and scrutineering opened at 7.00am for first car at 9.30 so I organised to meet Paul and Nick at 4.30am and follow them there as they were towing the KA but I was driving the car there and back. We collected Ian in the rain just off the A47 outside the 'Adult' shop in Guyhirn and got on our way.

Making good time we arrived, passed through noise testing and met Rob Dominy on scrutineering duty. All was present and correct so we signed on and grabbed breakfast for a chance to look through the paperwork. This consisted of diagrams for all the tests, a map extract and 5 envelopes. Four were to be opened when instructed and one to be returned unopened.

After setting up the trip on the loop outside Wilson golf club near Melbourne, 9.30 soon arrived. We were seeded 23rd out of 57 starters and were heading out of the gates on our minute at 09.53, good start!

After a short road section the first test was Ivanhoe, starting just inside the farmyard we left the line up a hill and around the back of some barns. It was quickly apparent the marshalls were a bit

thin on the ground and as we rounded the first cone we were flying up a gravel track as Ian called the next slot. This appeared very quickly on the left with no hope of slowing. A quick look revealed no one marshalling so I kept my foot in and hoped it went unnoticed! There was then a series of very slippery corners before a garage to reverse into then the finish. This seemed to go well other than our missed cone due to a 'spirited' start.

Next up were 2 regularities, one of 41 minutes and the other of 31, the first timed to the minute and the second to the second. The speed was fixed at 25mph and it felt like a very slow Sunday drive around some otherwise very good roads. At the start of each regularity there was a number indicating which envelope of nav to open. Ian did an excellent job of getting this down quickly and we got around these well with very little time dropped. At one point there were 4 other rally cars behind us followed by a long train of the general public, I must admit 25mph felt very very slow and we were a bit of a hazard on the road.

Another road section took us to Crown Hill for the second test. This was a run around an airfield on some very slippery concrete. A good start followed some 90 right muddy corners then a very fast straight and some long broken rough corners. It felt like we set some good times here and moved onto test 4. Similarly this was a loop around the airfield with some hairpin corners and a stop astride.

Test 5 was a very short sprint into a circle of cones numbered like a watch face, forwards and backwards in between set numbers then onto test 6 which was similar with different manoeuvres. Tests 7 and 8 were

the same as 3 and 4 but several seconds faster this time, everyone seemed to be enjoying themselves, me included and the car was going well. Ian navigated us cleanly to the end of 8 then off to lunch.

Large amounts of food demolished at the cricket club we then went back to do tests 9, 10, 11 and 12. These were 7 and 8 in reverse and seemed much more flowing this way. As we came across the chicane on 9 there was Andrew Lees broken down in white NOV4 A, fortunately well clear of the chicane. Test 10 especially was much faster in this direction with us approaching the stop astride on the curve at some very peculiar angles. A spin on this test also cost us a few seconds. The track was a narrow strip of broken concrete with mud and moss at either side and the car kept trying to change directions on the sweeping corners.

Another road section to the start of regularities 3 and 4. Much the same as the morning, Ian got the navigation down well and all was going swimmingly until a wrong slot sent us off route, we dropped 2.5 minutes by the time we were back on course. With IRTC's being placed randomly throughout the sections we were not sure when we would come across one so after passing several other cars and an average speed of a fair bit more than 25 we got back on our second just before the finish!

A transport section back to the final test of the day which was a run through the farm the same as test 1 but in reverse. This was a good end to the day, again a sprint up the other side of the hill and this time around the cone! Down into the garage and back out. A very slippery 90 right onto a loose gravel/mud fast straight down a

hill through a chicane and braking hard for a code board and tight left around the barns. Stop at the line and done.

Road section back to the golf club for tea and much discussion over times and the regularities. No sign of any results so we decided to head off as we had a fair drive back. It was a good rally and an interesting change to the usual night events, the marshalls did

very well and it was well run. Only the length and speed of the regularities seemed to be under criticism.

Provisional results were eventually made final on the 6th and I was surprised to see we were 1st in class in national b and 1st overall on times. The win had been given to James Carter/Adam Stringer as the overall result was for the historics but somehow we

were 114 seconds clear. I thought we had a good run but there were some fast experienced crews around so it was completely unexpected. Well done to Ian as he did very well with the navigation and kept my inexperience in check, and also to Paul and Nick who similarly were only on their 3rd or 4th national b event got an 9th in class in the clubman's.

Jonathan Stimpson, car 23



ENDURANCE ROAD RALLYING

The team behind the ERRC (Endurance Road Rally Championship) and ERA (Endurance Rally Association) have organised a Training Day for anyone interested in Endurance Road Rallying.

Where: The Heritage Motor Centre, Gaydon CV35 0BJ

When: Saturday 30th July 2011

Further Information: Contact Lizzie Pope by email lizzie@endurance-rallying.co.uk

Website: www.endurance-rallying.co.uk

Miscellaneous

HEATHLANDS

Community Centre

SUMMER FAIR SUNDAY 17th 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 & 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

Woodhastwick Road, Blofield Heath, Norwich, NR13 4QH. Registered Charity No. 303909