

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2011



Norwich Forum

Events coming up in August

**Thursday
18th August**

Natter & Noggin

Ugly Bug Inn

**Contact
Howard Joynt**

**Sunday
21st August**

**Snetterton
Production Car Autotest**

Snetterton

**Contact
David Bell**

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Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

Included with this edition:

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

**Clubmans Series Round 6
Regs & Entry Form**

**12 Car Round 1
Regs & Entry Form**

Clubmans Series Round 5

Sunday 21st August

**Snetterton
Production Car Autotest**

Clubmans Series Round 6

Sunday 25th September

The Memorial Scatter

12 Car Round 1

Friday 30th September

P & H Novice

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 18th August** for the next Natter & Noggin

Diary Dates

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

Wednesday 7th September
Management Meeting at the Ugly Bug Inn, Colton

Thursday 15th September
Club night at the Ugly Bug Inn, Colton

Sunday 25th September
Clubmans Series Round 6
Autumn Scatter

Friday 30th September
12 Car Championship Round 1
P & H

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 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

Friday 30th September
12 Car Championship Round 1
P & H

Sunday 23rd October
Lynn Charity Stages

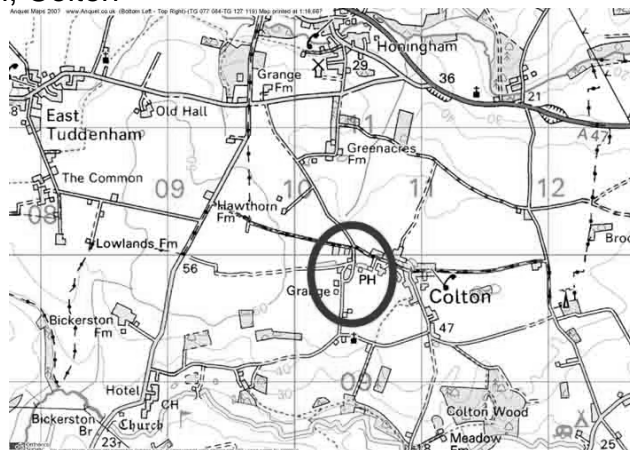
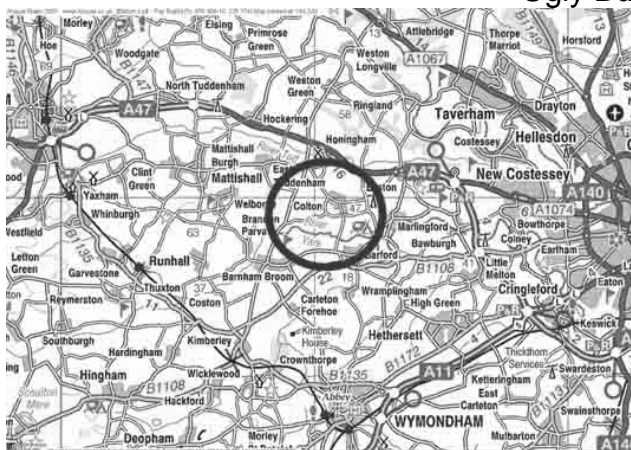
Snetterton Production Car Autotest

Sunday 21st August

Round 5 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		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 25 th September	Navigational Scatter	Clubmans	Howard Joynt & Bernie Fox
Friday 30 th September	12 Car	12 Car	David & Katy Leckie
Thursday 20 th October	Club night		
Friday 28 th October	12 Car	12 Car	Jonathan Stimpson & David Burlingham
Sunday 6 th November	Production Car Trial	Clubmans	David Leckie
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.scccon.co.uk/SCCoN2011Calendar.htm) page on the club website (www.scccon.co.uk/SCCoN2011Calendar.htm) for any readers that are interested and have internet access

Editorial Chair

Martin Newson

Chairman's Report August 2011

I will start this month's effort with an apology to all my helpers on the Vintage and Classic Car Run this year.

I did manage to thank everyone who helped out at the forum, but if I have forgotten anyone then thank you.

So here goes, thank you for all your help, please come back in 2012 when the Classic Car run will be on the 24th June 2012.

Christine Newson
Howard Joynt
Lynne Wellbelove
Gordon Wellbelove
Dave Leckie
Chris Willott
Trevor Addison
Mandy Vincent
Donna Ellis
Suzanne Newson
Philip Newson
Daniel Hilton
John Boot
Cindy Boot
Adrian Sayers
Phil Webb
Lesley Berrington
Lez Page
Rob Kitchen
Andy
Kevin
Denise & children
Sara Riley

All the ladies who kept us supplied with tea, coffee and bacon rolls.

I am sorry about the quality of last month's envelopes, as I understand that some fell to bits in

the post, it will not happen again, if there is any doubt about the seals we will tape them down as well.

If you did not receive last month's newsletter (July) please let me know and I will send one to you.

Snetterton July 17th 2011 4.00pm

The clubs Grand Raffle Prize Draw took place at 4.00pm as planned. If you were lucky enough to win a prize on the day, Lynne Would have contacted you.

You may still have some money from selling raffle tickets, if you have please contact Lynne or myself as soon as possible.

There were 32 prizes in total up for grabs, and it would seem that we have almost an equal numbers of winners from the car club as outside members of public. A full list should appear in this newsletter and on the web pages.

To make the Draw unbiased we had some of the office workers at Snetterton to start the draw and a girl from one of the pits to complete the rest of the draw.

Paul and Nick's Midsummer Scatter.

Paul and Nick did an excellent job of the first event they have organised for the car club.

With quite a small entry of club members making the journey to the start in Dereham, it did not mean that this was not going to be as competitive as normal.

We were all given the route instructions at 12.00 and a swift walk to the cars (I do not do the

running bit, getting to old you know) and start plotting in the car. I was charged with navigating and Christine drove this time. At first glance the plotting and navigating look easy but as always first looks are very deceiving, it was not as easy as I thought.

Finding the treasures was quite easy but getting Christine to stop so I could pick them up was another story, she would say there is a Hazel Bush and then just carry on driving past it took me a least a mile to persuade to stop so I could pick one.

We did find all the treasures but not enough clues before we ran out of time, we rolled up at the pub on our minute so we lost no points, others were late and lost a few or their hard earned points.

The results are elsewhere in this newsletter.

I would like to thank Katrina and Debbie for doing all the hard work for Paul and Nick on the scatter.

The next scatter is next month run by Howard and Bernie come and try your hand it really is good fun.

Along with this newsletter you will find three lots of regulations for three different types of events please come and join us, there is always someone there to help you if it is your first time. You can enter, marshal or just watch.

Without you as members we do not have a club.

Celebrating 60 years of the Sporting Car Club of Norfolk

Charity Prize Draw

Sunday 17th July 2011

The draw raised £1,269 to be split between

Quidenham Hospice and the East Anglian Air Ambulance



Contributor	Prize	Winner
Silverstone (BRDC)	2 World Superbike weekend tickets	Mr Terry Keeler
Silverstone Circuit	2 tickets to one of the listed events: 6 hour Le Mans Series British Superbikes BTCC British F3 / GT Walter Hayes Trophy	Peter Scott
Adrian Flux	£100 M & S Vouchers	Pauline Ireland
Holiday Inn	10 tickets to a Tribute Night	Simon Riley
Classic Team Lotus	Colin Chapman Framed Picture Limited Edition Signed by Hazel Chapman	Martin Newson
Snetterton	2 BTCC tickets	Mark Annison
Fakenham Racecourse	2 Adult & 2 Children tickets for a day at the races	Derek Patrick
David Mann	Ride in a Rally Car	Martyn Proctor
Pensthorpe	2 Adult & 2 Children tickets	Mr Mooney
Beaulieu Motor Museum	2 Admission tickets	Mrs Lyon
Martin Brundle	Framed & Signed Print	Mr Flowers
Ellough Park Raceway	15 minute karting session	Nick Wones
Barnham Broom	Round of golf for 4 people	Karen Hayward
Dunston Hall	2 tickets for the leisure facilities (not golf)	Maggie Bateman
Dennis Ward	Ride in one of his Rolls Royce (radius of 15 miles from his home)	Jane Thompson
Oxburgh Hall	2 Adults & 2 Children admission tickets	Tara Riddle
Mid-Norfolk Railway	2 Adult tickets	Lynne Wellbelove
Park Farm Hotel	2 Adult Day Membership	Maggie Bateman
F1 Magazine	Year's Subscription	Emma Riddle
St Georges Distillery	2 tickets	Irun
Ugly Bug	£30 Voucher	Paul Brunton
Gunhill Clothing	Voucher	Gary Gillies
Racecourse Inn	Carvery Meal for 4	Laura Mann
Martin Brundle	Signed Print	Peter Riddle
Martin Brundle	Signed Print	Gordon Wellbelove
Martin Brundle	Signed Print	Mrs Witcher
Caister Car Museum	Family tickets	Mr Steve Large
Caister Car Museum	Family tickets	Mr Williams
Jack Sears	Signed Autobiography	Mr Womack
Eastern Video	Framed Photograph of Rally Car	Mrs Gidley
Roger Bennington	Lotus Model Kit	Mr Stephen Tilburn
SCA	Mugs, Hats, Screenwash etc	T Wales

Celebrating 60 years of the Sporting Car Club of Norfolk

Norwich Forum

Saturday 18th June 2011



Marshals Post

Upcoming club events – Snetterton PCA, Lyng Garage PCT, P & H 12 Car

Other clubs:

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

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), 4 (Howard & Bernie) and 5 (Mark & Lorraine) are sorted

Leaving:

Round 6 (March)

March Hare (March)

NO organiser means NO event

2011 / 12 12 Car Championship

Round 1 – Friday 30th September

P & H Novice 12 Car

Organised by David & Katy Leckie

Sponsored by Pat & Henry Fairhead

Regs & Entry Form included with the August newsletter

Round 2 – Friday 28th October

12 Car

Organised by Jonathan Stimpson & David Burlingham

Regs & Entry Form will be included with the September newsletter

Round 3 – Sunday 25th November

Waveney Mushrooms 12 Car

Organised by David Mann & Robert Aldous

Regs & Entry Form will be included with the October newsletter

Round 4 – Friday 27th January

Your Ideal Shop 12 Car

Organised by Howard Joynt & Bernie Fox

Sponsored by Chris Edwards

Regs & Entry Form will be included with the December newsletter

Round 5 – Friday 24th February

12 Car

Organised by Mark & Lorraine Annison

Regs & Entry Form will be included with the January newsletter

Timetable for ALL rounds:

Entries open on the Wednesday 16 days before the event and close on the Friday 7 days before the event

Latest championship information on the website www.sccon.co.uk/SCCoN201112Car.htm

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

Results 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 25th September

Scatter

Start & Finish at the Ugly Bug Inn in Colton

Organised by Howard Joynt & Bernie Fox

Regs & Entry Form included with this newsletter

Round 7 – Sunday 6th November

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

Latest championship information on the website www.scon.co.uk/SCCoN2011ClubmansSeries.htm

Clubmans Series Round 4

Results:

o/a	Team	Points	Treasures	OTL	Total
1	Ant & Garth	46	6		52
2	Trevor, Rachel, Janice & David	41	10	2	49
3	John & Peter	48			48
4	Christine & Martin	35	10		45
5	Bernie & Howard	48	4	7	45
6	Tony & Ann	24	10	4	38
7	Alan & Will	28	6	7	27

Round 4, another sunny day for a trip around some familiar 12 car territory on maps 132 & 144 and another slightly disappointing turnout. Thanks to Paul & Katriner and Nick & Debbie for organising and to the 16 bodies who turned up for a tan top up. Very close at the top with minutes late (I blame the clock in the Lexus) and treasures collected deciding the final outcome. John & Peter and Bernie & Howard visited the most points but Ant & Garth came up with the winning combination of points, treasures and time keeping. If there had been a prize for the most eye catching colour scheme then Bernie & Howard would have been hard to beat.

Round 4 brought the total number of people who have taken part in this year's Championship (organisers / marshals / competitors) to 60.

Championship Positions after round 4 (top 22):

o/a	Driver	1	2	3	4	5	6	7	Total
1	John Peterson	16	15	19	8				58
2	John Wadeson	12	12	16					40
3	Sam Wadeson		15	19					34
4	Jonathan Stimpson	18		13					31
5	Alan Sampson	10		10	4				24
	Mark Harries		10	14					
7	David Daniels		11	12					23
	David Leckie	8	9	6					
	Rob Kitchen	23							
	Tom Leckie	8	9	6					
11	Mark Annison	20	2						22
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						
18	Will Makins	4		7	4				15
19	Neil Peterson	13½							13½
	Rob Dominy	13½							
21	Ant Liddle				13				13
	Garth Collier				13				

Ross Traders Historic Tour

HRCR Clubman's Championship – Round 5

This rally is called a "Tour" and perhaps the organising club should be given a reprimand under the Trades Description Act as it must rank as one of the hardest events I have done over the years. Although a mixture of pre-plot and plot 'n bash this is the first HRCR event on which I have been "bashing" on one map whilst having to "plot" on another some miles in the future! There were all sorts of tales at the finish of this "Tour", Ian Crammond and Nigel Raeburn came up with this typical conversation between Driver and Navigator on these "historic rallies".

Navigator – "There's a difficult junction coming up and we need to slot left around a church"

Driver – "Oh look at the beautiful architecture on that old priory isn't it grand"

Navigator – "Turn bl**dy left will you!!!"

I don't think any of the navigators saw much of the scenery, but on this particular event our drivers had to earn their keep on the road, as well as on the tests, by being able to drive consistently at a particular speed with the minimum of assistance from the navigator and then with some luck this limited potential time penalties to double digits. Although tales of a farmer choosing this particular morning to cut the hedges on one of "his" single track lanes meant several crews were held up for several minutes rather than seconds, although when over half the entrants were affected the Organisers scrubbed this section from the results.

The rally was based at Ross on Wye with the majority of the 14

Tests over tarmac roads on a private estate nearby. The first four Regularities took us around this hub while a keen band of marshals re-arranged the cones for our next visit. It was all go with little time to relax. There then followed another Regularity to a small wood within the Forest of Dean area for a couple of mini gravel stages before the final plot 'n bash Regularity back to Ross-on-Wye to the organising club's own Clubhouse in the town centre! Navigation for the whole of the first regularity and the first few miles of # 4 and 5 were handed out an hour before due time which gave time for most navigators to have all the information they needed to set off. Meanwhile drivers were encouraged to walk the first test laid out in the car park of the auction market where we started. You'd think an hour was plenty of time, but I seemed to be running to keep up and before I knew it... "Test 1 – 5,4,3,2,1 Go!" Wam bang; 50 seconds later there's a two mile transport to Reg 1 and off we go at 25mph, and that's what it was like from 8.08am until 13.00hrs when we stopped for lunch, nine tests and three regularities later – and the sun was still shining.

All the tests went very well with hardly any mistakes, which was very satisfying, but with Howard Warren/Guy Woodcock in their 911 Porsche two cars in front and John Ruddock/David Taylor in their very quick Mk1 2.0 Escort directly in front it was a little intimidating setting off after them. Even so Jim and the MG kept them honest, with it howling against the rev limiter approaching stop astride cones that were not quite far enough away to warrant a quick shift into 3rd. John is considered by most to be the master of the tests and was tipped to be the winner of this event, but with lots of very experienced

crews it was going to be a hard fought battle for the eventual victors. In the end all their hard work on the Tests was negated by a hefty wrong slot costing 4 minutes in Reg 5: mind you they still finished 5th.

The second Regularity was probably the hardest most people have had to attempt for a very long time being an hour and twenty minutes long over about 32 miles from a hand-out at the start with eight speed changes and what turned out to be eight ITCs. It started with gridlines where both the eastings and northings were the same and then progressed to grid square departs with the odd long way around telephone box added to keep crews on their toes.

The "departs" started as N, S, E, W etc but changed to B, R, T towards the end. (I had not realised this was top, bottom etc until sitting chatting at the finish, even though we've all seen it many times before), so trying to work this out backwards from the end of Regularity was like doing long division in a maths exam. Just as I sorted it we came to the long way round telephone box and ITC7. When we set off Jim pulled over to let the Howard Warren/Guy Woodcock Porsche through who were now mysteriously behind us, but they refused the invitation and unbeknown to me they followed us to the end of the Regularity. At the finish Guy admitted he was "brain dead" when he found us and decided to just follow as he had no idea where to go – T, B, Rs had done for him!

It rubbed salt into the wound when we found out they beat us by a minute and half especially as they are the current championship leaders. Looking back it went well as we found the correct route without any wrong-slots but gained one hefty penalty at ITC7,

presumably as a result of an error during speed changes.

Sitting here trying to remember the highlights in chronological order and my mind goes blank. It's a shame that the highlights of these reports always seem to be the "cock ups" and not the parts that go well, and according to plan, so I'll skip to Regularity 4 which started straight out of the lunch halt car park. The first few miles were plotted already which was supposed to be helpful, but the route was so complex in these first few miles there was no chance to start plotting the remainder that was handed through the window as we left. With a maze of little yellows to negotiate with a smattering of LWTs it was quite a challenge. To add further "pain" the first ITC was just over 2 miles into it which caught us off guard. I was not alert enough to check the Marshal clock with our clock and we picked up a rogue time of 1.06 instead of 6 which meant we then collected a 57 at the next ITC instead of a 3! Although at the time I did not notice this. Just when I think I'm getting the hang of this navigating lark I forget to do the blindingly obvious just at the crucial moment.

It seems that just about every crew had one major Regularity penalty where either the route finding or time keeping cost them dearly. Only the winning crew of Worth Birkhill / Cath Woodman and 2nd

placed Jon Wood/Kevin Savage both in Minis managed to not make mistakes and reaped the benefit accordingly.

Regularity 5 was a series of herringbones which started off by criss-crossing the edges of 3 maps, well you don't want it to be too easy do you. We had a good run through this one although several of the top crews picked up unusually high penalties at some of the ITCs. I did have a minor refusal from Jim when I asked him to slot left up what looked to be a gravel track – he drove past about 5yds before I convinced him! This was the one that Ruddock/Taylor lost 4 minutes on, so I was quite pleased with myself for a change.

The next two tests were in the forest and again went well for us.

From here it was straight into the final Regularity with the hand-out provided 5 minutes before the start. This was clock face navigation but the first time I had been subjected to junction approaches only. I found the only way to do it was by working back from the end so you knew which junction you needed to approach and from which direction. We had a great run through this one having zero penalties on three of the 4 ITCs. The last ITC was a bit of a surprise when we had a 2.02 penalty which caused a lot of consternation – we had not been passed by two cars. Anyway we

can sort it out at the finish. Talk there was that the target time was wrong and it would be adjusted by 2 minutes, so I was happy with that. Imagine my consternation when I looked at the results on Sunday morning and found we had a 40 second penalty here. Well it's taken me until Monday morning to finally spot the reason for this. I had misread the instructions that said change speed to 24mph 14 miles after ITC1. Seems simple, but I read it as 14 miles after the Regularity start so we were doing 24mph when we should have been doing 22 – aaagh!! Even with this we managed to maintain our 8th overall so not all bad.

With such a complicated event there were obviously going to be many queries at the end, as just about every one of the potential top ten competitors was armed with either the Regs, or a Results query card and were hovering outside the "results room". Satisfied with what was looking like an 8th overall we came away before the last Timecard results had been displayed as it's a long haul back to Norfolk.

Anyway enthusiasm is not diminished and the next outing is at the end of July in North Yorkshire and we shall have another go.

Jim & Ian
15/7/11

Five Englishmen in an Audi Quattro arrive on the ferry at Dun Laoghaire. Clearing border controls they are stopped by a Garda constable who tells the driver, "It is illegal to put foive people in your car, sir." "Why officer?" the Englishman replies. "Cos it tis a Quattro an Quattro means four." "My good man, Quattro is just the name of the car," the driver retorts haughtily. "Look at the papers, this car is designed to carry five people." "You cannot pull that one on me," replies Paddy. "Quattro means four. You have five people in your car and you are there-fore breaking the law." The Englishmen replies angrily, "You idiot! Call your supervisor over, I want to speak to someone with more intelligence!" "Sorry," responds Paddy, "Inspector Murphy is busy with two guys in a Fiat Uno."

A distraught young blonde woman suspects her boyfriend of cheating on her. In a fit of anger she drives to a local pawn shop and buys a gun. She shows up at his apartment unexpectedly, slams opens the door, and sure enough he's na-ked in the arms of a beautiful redhead. This angers her so much she can no longer control her emotions. The blonde opens her purse and pulls out the gun she bought earlier. As she takes aim, grief overcomes here and she points the gun at her own head. "No, honey don't do it!" yells the boyfriend. Shut up, she says, "You're next."

North Yorkshire Classic Rally

HRCR Clubman's Championship – Round 6

The second running of the North Yorkshire Classic Rally was Round 6 of the REIS/HRCR Historic Rally Championship and was won in convincing manner by Mike and Matthew Vokes in their Imp ahead of Charles Harrison and Jonathan Hancox in their Triumph 2000 and Tony Sheach and Richard Lambley in their TR4. Despite one wrong test, the Vokes's managed to "find" all the passage check boards and achieved the minimum penalties on the Regularities.

Simon Parson and his team created a challenging event for driver and navigator in the Vale of York with a combination of 12 special tests, five of which were on Tholthorpe Moor complex, and six Regularities with 12 intermediate time controls. Unusually for these REIS/HRCR Historic road rallies the route also featured twelve passage check boards, but despite Simon's assurances at the Crew Briefing that these would be easily observed, only a quarter of the entry managed to complete the route with a full complement.

With the route and test information handed out 30 minutes before due start time and two tests within the Askham Bryan Agricultural College complex to be run before leaving MTC1 the start was a hive of activity.

One of the first of the top crews to be on the back foot was the Howard Warren/Guy Woodcock in their Porsche 911 when they gained wrong tests on both of them, and this turned out to be the beginning of an awful day for them with Guy saying at the finish "This was probably my worst rally in over 400!"

With what looked to be a simple herringbone to plot for the first

Regularity the fact that the intended route included a map change where one of the roads to be used "disappeared" under a green dot, caused some consternation for the navigator in the Deacon/Doble MGB and likewise for David Taylor out this time with Roy Gillingham as his usual driver, John Ruddock, was on the organising team.

The route headed northwest from York taking in the tricky lanes through Newton-on-Ouse before a very tight test at Lund Farm and a transport section through Easingwold, where Jon Wood/Cath Woodman had to retire while holding a position near the front of the field, to Regularity 2 the first of the plot n'bash sections. This was a spot height hand-out taking Crews in a loop north along the 3 ply road near Newburgh Priory and finishing near Crayke. Jayne Wignall and Kevin Savage were in trouble here with a wrong approach at the last TC which set them back considerably.

Regularity 3 was a coloured junction pre-plot starting near Bramsby and taking in the NAM junction near Grimston Grange. Missing the third PC along this section meant a double penalty for many crews as it also signalled a speed change. Nearly 50% of the crews took the wrong route via Skewsby on their way to the Regularity finish near Marton Priory or missed the passage check on the correct route gaining heavy penalties. Martin Neal/Richard Dix were one of the crews drawn into Skewsby by managing to make the navigation fit some of the route used in last year's event which turned out to be a costly error.

Test 4 in a farm near Stillington was another intricate and demanding course around the buildings and all crews were glad

of the lunch halt nearby to rest their aching arms – Darren Elliot and Charles Harrison in their Triumph 2000s making a valiant effort getting the big cars around here. With the test at Lund Farm taking longer to complete than expected the lunch break was extended by 30 minutes so everyone could catch up and have some well-deserved nourishment. Tales at lunchtime centred on missed passage check boards, but with just about every crew having a tale to tell it was a case of press on regardless.

The afternoon started with five tests in Tholthorpe Moor the first of which featured an ever increasing spiral about a central cone. Very soon a thick dust cloud gathered until visibility diminished to zero and it was necessary to stop in order to locate the cones to be visited, at which point the cloud descended onto the unfortunate competitors. This was OK for the saloon crews but those in open cars were absolutely covered. The dust was a feature of the tests but the loose surface made it great fun for most of the drivers even though they were tight and demanding.

The first of the afternoon Regularities was again plot n bash this time being a combination of map features which led crews northwest from Easingwold via Brafferton to finish near Milby. Again the dreaded code boards caught out 8 competitors amongst them some of the top ten crews, Paul Wignall/Fred Bent and Roger Bricknell/Ryan Pickering.

Regularity 5 started just south of Boroughbridge and was pre-plot compass headings for approach and departure at junctions. The small complication being that not all the junctions were listed – only the ones you needed to change direction at. It was very encouraging to see Ryan

Pickering giving an impromptu tutorial on solving this navigation to some of the novice crews on the bonnet of a car at lunchtime. This section again included several loops with the apparently ghostly code boards and even with everyone having their eyes peeled still there were 15 crews who failed to spot them including David Mustarde and Peter Blackett who were heading for a podium finish up to this point.

Next up was Test 10 at Tockwith Training Centre where loose surface and lots of dust was again to be a notable feature. This was slightly more open but still a very demanding layout and Warren/Woodcock picked up another wrong test here as did Roy Gillingham/David Taylor in their very quick MGA.

Just the final regularity back to

Askham Graham and two more tests to go; thankfully there were no code boards on this one which was a lunchtime pre-plot of grid lines to cross that used the tricky little yellow starting in Askham Graham before finishing near Colton. This seemed to be one of the least eventful sections judging by the penalties incurred so the sting in the tail was reserved for a re-run of the first two tests back within the college grounds. Most crews seemed to improve slightly on their morning time but lady luck had cruelly deserted Warren/Woodcock completely as they again collected a maximum for a wrong test on the last one!

While the results team laboured the early finishers could watch the late comers attempting the final test which was an added bonus and filled in the time. Talk around the dining room was all about code boards and cones and the writer

would not be at all surprised if a raiding party from “down south” did not descend on York Motor Club before next year and relieve them of all their PC boards and 50% of their cone collection! Finally, thank you to Simon Parsons, his organising team, and all the marshals for making it possible for all the Competitors to have a full days rallying in North Yorkshire – we will be back.

PS This is an article I sent to the HRCR magazine as I was “volunteered” to write one, which is why it is much more general than usual. Jim and I finished 14th having driven passed two code boards and gained one wrong test – which was just about par for the event.

Jim & Ian

1/8/11

Latest Landranger Map Editions



No	Title	Date Published	Edition
131	<i>Boston & Spalding</i>	16-10-2006	D1
132	<i>North West Norfolk, King's Lynn & Fakenham</i>	30-03-2011	<u>D1</u>
133	<i>North East Norfolk, Cromer & Wroxham</i>	06-10-2009	D2
134	<i>Norwich & The Broads, Great Yarmouth</i>	11-12-2009	D2
143	<i>Ely & Wisbech, Downham Market</i>	17-11-2008	D1
144	<i>Thetford & Diss, Breckland & Wymondham</i>	18-04-2011	B3
154	<i>Cambridge & Newmarket, Saffron Walden</i>	13-11-2009	D2
155	<i>Bury St Edmunds, Sudbury & Stowmarket</i>	30-05-2006	D2
156	<i>Saxmundham, Aldeburgh & Southwold</i>	04-02-2008	B2

With the 12 cars fast approaching it's time for competitors and organisers to check which map editions they have lurking inside their bags. Probably fairer to put the onus on organisers to check that their navigation works on the available editions. As a rule of thumb, wearing my co-ordinator hat, I would expect organisers to check that their navigation works on the latest edition available and the previous edition (within reason). Maps 132 and 144 have had recent edition changes so the previous edition should be checked but if the edition has been around for over 2 years then only the current edition should be checked. Most people will have older editions but anyone buying a new map will **probably** end up with the latest edition.

Check out www.ordnancesurvey.co.uk/oswebsite/docs/collateral/ordnance-survey-leisure-map-catalogue.pdf

Road Rallying July Round Up

A tale of two events; many similarities; contrasting fortunes; confirmation that a good result requires all 4 team members to be on the ball (that'll be driver, navigator, car and most important of all 'Lady Luck'). The Drystone also illustrates that from an organiser's point of view there is a very thin line between a good event and a shambles.

Drystone – 9th / 10th July

The 7th round of the ANCC, 5th round of the ANEMMC, 6th round of the EMAMC, 3rd round of Peak Trophy and 12th round of the ANWCC Championships, starting and finishing in Bakewell Showground using maps 110 & 119 teamed up with Paul from Malton MC in his Proton Coupe. In previous years this has consistently been the pick of the events running on 119 with my best result still the 10th o/a back in the last century with me sitting on the 'other side' and Peter on the maps. This year the event had a new CoC and was not without its problems. For 2011 we were running at car 20 in the Experts (Class 2) with the Masters (Class 1) running down to car 10.

I didn't have a good night although in my defence I didn't cope with the 'rough edges' as well as I could have done.

Positives first; 10/10 for the route; after 3 years on 119 it is surprising that there are still some 'new' whites. The competitive stuff is made up of regularities on the whites linked by tight but cleanable standard sections. The event started off with a 2 mile white just outside the showground moving westwards through Kenslow Fm, a long section taking in the whites at New Barn, Roystone Grange (new one to me north to south through squares 1957 – 2055), Gotham Moor (approached through Uppermoor Fm with an impossible

left at T to join the usual track). Hartington, the very fast Wettonmill (north to south), Stannery Ford, Stoop Fm (with its impossible hairpin right at T over cattle grid) to petrol in Buxton. The usual run through the middle of Buxton golf course and the Daisymere Fm bridleway loop then onto 110 for Shatton (north to south with the cobbled farmyard 90L that appears to be heading into the farmhouse through the front door) back onto 119 for Sir William Hill, Middleton Quarry (more about that later) and finished off with another go at the white back into the showground.

Now for the negatives; only my opinion but I have seen similar on the forums and also read a couple of reports in other club magazines; the navigation was a bit flaky; at best ambiguous; at worst just wrong.

My problems started off plotting the black spots, enough for me to question whether I understood what a grid reference was! If you've got a copy of 119 handy where would you plot 06500 63400 50m? I still get it to possibly cover 2 yellows – I very rarely open my mouth at briefings but I did and got the expected put down – 'it covers the yellow where it plots' was the answer from the CoC – really helpful. The 10 figure reference was OK (ish) but the 50m radius was not.

Now in no particular order: Plot & bash format with hand outs at MC1, NTC8, STC13, STC20, STC25 & NTC29. Regs promised Novices extra plotting time, when queried at the briefing this had apparently been amended to no extra plotting time but a handout up to STC20 at MC1. Unfortunately the marshal at MC1 had no handouts left for the last 10 cars. Novices do get a hard time, but it is all character building. My selfish concern is what happened

to the Novice navigation – did it end up with Semi-Expert and Expert crews? Obviously we didn't get to hear about this until the finish.

Our first indication of possible problems was at RTC4 and I still find this a bit bizarre. NTC2 to STC5 was defined by 6 AR (All Roads) and 4 CRO tulips with RTC4 located between tulip 6 & 7 (actually on a 300m stretch of B road with tulip 7 a slot right around a complicated NAM. Arrived at tulip 7 with no sign of a control, but we could see signs of life on the NAM. Pulled up at the marshal to be informed that "we thought that it was bit busy on the B road so we moved up here – but don't worry – we've moved the code board that was here up the road a bit". At this point I must point out that there were 3 course cars, an equipment van and a clock car running in front of car 1. My ghash was well flabbered, marshals cannot just re-locate a control – can they? Even if they'd done it with the permission of one of the officials then there should have been some clue at the previous control (only about a mile back up the road).

No more problems for us as far as STC17 although this was not the case for everyone. STC17 was located in a NAM lay-by, my navigation included this useful snippet of information, unfortunately the first 10 cars had a different version of the navigation which had no hint that STC17 was not on the yellow. EMAMC navigation rarely has references for control locations – usual expectation is that if you follow the correct route you'll pass through the controls.

The wheels were just about to come off my wagon – grid references and SGWs to STC18 and I just couldn't get them to work (even now I'm convinced that there is a mistake but in hindsight I should have allowed for the obvious error). SGW instructions are sometimes used to force you to take a longer route than the obvious

one (a good example on map 119 is travelling south out of the Goyt Valley on the yellow and crossing the A537 and A54 onto the yellow over Axe Edge in GS0271 using grid lines – 02 SGW 71 03 70 and 02 SGW 71 SGW 03 70 define two different routes). Back to the Drystone, my instructions had an extra SGW that I couldn't resolve – got as far as 100m from the control but convinced Paul that we must be wrong and to go back – all the faffing around cost us 9 minutes and any chance of a decent result.

STC19 to STC20 threw up another ambiguity, route defined by grid lines and spot heights but STC20 was actually 4km and 5 grid lines further down the road past the last listed grid line – now this was an AR section – do you look for the control in the grid square after the last grid line or press on along the yellow?

Petrol was another topic for debate at the finish, the only indication of where petrol was located was on the handout collected at STC20 – not a lot of use to anyone trying to cut! I have a feeling that Time Card 1 had to be handed in at petrol, but I may be wrong, if it was this would also be secret squirrel stuff to anyone that hadn't been to STC20.

More EMAMC navigation information: the approximate location of code boards is included in the navigation – if its tulips then a PC will be shown between a couple of tulips meaning that there will be a code board between the two junctions, similarly for grid lines, spot heights etc.

The second half was plagued with wrongly located / missing code boards. Now the penalty for a missed board is 5 minutes and experience has taught me that it is very easy to drop more than 5 minutes searching for a missing board (just look at the 9 minutes dropped at STC18!) so it's best to take the hit and hope it was missing. Also from past events I have known top crews have sections scrubbed because a code

board isn't where it should have been (slightly different to not being there at all), claiming that they wasted time looking for it.

PCU, PCAA and PCAF were missing from my Time Card; however the clock man was adamant that all the boards were out (and that PCAA was actually manned) although he couldn't say that they were in the correct location as nobody had a map with their locations marked.

Hope you've all been paying attention and not drifted off to sleep yet because this is the really exciting bit. NTC26 to NTC29 via IRTC27s and RTC28 – oh what fun we had! Grid lines and spot heights, a grid reference and a bit of narrative. Along with 7 other crews I couldn't find RTC28. Normally the section between an IRTC and an RTC is driven as a neutral, this wasn't! The control was actually located on a footpath just to the north of Eyam but I can't find any clues in the navigation. To be fair I had worked out that if the control was actually there then it must be on the footpath by a process of elimination – but Paul and I soon lost interest looking for the entrance as it was against rally traffic and outside someone's house. We had a chat to a couple of other cars milling around and decided that it wasn't there and cut to NTC29. That'll be another 30 minutes then! By this time I'd lost confidence in the navigation, the section also had the missing PCAA although I think it may have been tucked away on a NAM where I spotted people but they could have been spectators and I didn't know about STC17 yet. For the record 14 crews found the control, 8 didn't and there were 29 finishers.

Things got even better, Middleton Quarry has been out of bounds for a while after a change of ownership but it was back on the menu for the Drystone. We must have covered every inch of that quarry, what was that about not wasting time looking for boards – I knew where we were supposed to

leave the quarry but could I find the way in? In the end we succeeded although it cost us another 16 minutes, knowing the route makes the navigation obvious but the correct route involved a steep footpath into the quarry (another new white but one for the future perhaps). Fortunately the organisers had located a manned PC at the top of the footpath and having driven down it's a one way jobby – a 4x4 would be the only thing to get up it.

Back to the finish for a decent breakfast (only to be expected in a busy showground cafe) and the tales. I think the organisers were lucky that most of the outsider top crews had retired or they may have been left with very few sections to find a result. There was a lot of debate but as a first time CoC he was given a lot less grief than he may have expected. I just sat back and watched, my 9 minutes at STC18 was really down to me and all the other problems affected so many people that whether penalties stood or were scrubbed wasn't really going to change our result. Personally I'd have liked to see the penalties at RTC28 scrubbed because a missed control doesn't look good on your CV but that wasn't going to happen.

In the end all the sections to NTC8 were scrubbed because of the missing hand outs, STC17 penalties were scrubbed and the penalties for PCAA and PCAF were scrubbed. The penalties for PCU stood after allegedly protest money went down on the table. PCU was missed by 21 crews and it was accepted that it was positioned approx 1 mile too early (and if it was there then it must have been obscured because they were fairly easily to spot). 8 crews were not penalised. Scrubbing the penalties for PCU would have rearranged the top 10.

We ended up 17th o/a, but the debate still rumbles on. Definitely an event where local knowledge played a part with the top 3 made up of local crews with start numbers of 21, 29 and 16.

I've painted a fairly glum picture, it's not as bad as it sounds it just seems that everything that could go wrong went wrong – navigation errors are just plain carelessness but wrongly positioned controls and boards should have been picked up and corrected on the night.

Paul & David Car 20

Morecambe – 23rd / 24th July

The 13th round of the ANWCC Championship, starting in High Bentham (SW corner of 98) and finishing at the Bay Horse PH in Arkholme (SE corner of 97) using maps 97, 98 & 102) with a new pilot, Dave Head from Furness DMC, in Kermit (a bright green Suzuki Swift that had definitely seen better days). If any tie deciders came down to the total age of the team (driver + navigator + car) then we'd be in with a serious shout clocking in at a very conservative 155. Second go at the event for me with a 5th o/a in 2010 with Hugh. Last year's event was a well put together no frills event with more of the same promised for this year.



Things got off to a bad start as I seemed to be a couple of paces behind everyone else. Scrutineering was a bit of a laugh, we got through but only after the scrutineer had recovered from a fit of hysterics – the car was a bit of a shed after all, no triangle and you wouldn't believe me if I tried to explain how the battery terminals

had been identified. Anyway Dave seemed to know everyone and proved to be a popular chap so we got through with the promise we would have a triangle before we started,

Documentation provided yet another example of presenting route instructions. Pre-plot event with all the route information handed out at signing on. This year the majority of the route (all control and passage check grid references) was on the time cards with a sheet of vias and another sheet of NAMs - once all the information was on the map the route was obvious.

Sitting in the car plotting all I could hear was chat about Oystons white, windmills and Woodacre Hall white, most of the other navigators seemed to know where they were going. Unusually I was a bit on my lonesome as there are usually a couple of other navigators that I know willing to answer questions, but not tonight.

Managed to get the route down and snippets of overheard chat clarified a couple of queries I had – the organisers had promised increased white mileage and recommended knobblies. Oystons white turned out to be six miles of uncharted tracks over Claughton Moor – run twice with lap 1 straight on at the windmills (wind turbines) and lap 2 turn right at the windmills. The laps were not actually Preston type laps as there was a 45 minute holding control before the second lap but the tracks made the Preston seem a bit on the smooth side with one half mile drag uphill through a wood likely to have tested the expert Edinburgh Triallists! Woodacre Hall turned out to be another two lapper (again with a holding control) round a field just outside Garstang; involving a bridge over the M6, a bridge over the main west coast railway line and a ford.

30 entries with us running in class 2 (Semi Experts) at car 23. Although I had the route down I hadn't really had a chance to study the time cards. The regs said recover all time at petrol and it wasn't until the first holding control that I realised that all the controls on the time card were just that TCs with no indication as to whether time could be recovered – always best to assume that the answer is no if in doubt and hope that lateness is not a problem. As it turned out we had 11 minutes at petrol to fill up and travel 5 miles with the TC after petrol competitive, Dave had to run across the forecourt and we just made it.

Short run out to MC1 and we were already a minute late as somebody must have got lost and the car in front had our minute. All went well to TC1 and then we had a bit of a communications break down – my fault entirely – but a mega wrong slot cost us 7 minutes at TC2 and had us running last on the road.

Quite a bit of too-ing and fro-ing between maps 97 & 97 took us from TC2 to TC9 penalty free although Dave must have been wondering what he'd let himself in for as he queried calls at a couple of junctions wanting to follow other cars. Looking at the results it was fairly obvious that by TC9 we were no longer last on the road.

TC9 to TC10 and the first lap of Oystons white. However before we got onto the white we had a mile of very slippery field (keep left, it's very slippery was the advice from the marshal at the start – car 4 thought he knew better and we very nearly joined him) followed by a trip through Curwen Hall Farm (including a trip through a barn full of cows) and the blind T left over cattle grid (should really have been cautioned but no DSO and a demonstration of how good the Swift brakes were), Onto the white, and yes it was a tad on the

rough side. We were going OK until another barn full of cows followed by a tight farmyard 90R with a slurry pit straight on. I'm sure you can guess where this is going, cattle, concrete, slurry is a bit of a recipe for slippery – like ice - and the Swift swiftly had a customised nearside front wing (fortunately the farmer had considerably installed some armco round the slurry pit!). The farmyard was followed by the tricky uphill drag through a wood, the recent customisation fouling on the front tyre didn't help our progress – ran out of puff half way up but a restart and a bit of ditch hugging got us to the top. Still time to check out the brakes on a sneaky downhill hairpin right but we made it to TC10 at the split next to the windmills. More moor and a run through Haylot Farm to TC11 and then time for a rest at TC12 before lap 2.

Time for Dave to have a look at the damage, he seemed more upset that the bump had exposed a lot of fibreglass rather than the expected metal. Sitting at TC12 with half my lateness gone (6:30 dropped on lap 1 with the assumption that lap 2 would cost us another 5 minutes) and, unless I'd missed something, no time recovery left me with a max of 9 minutes to get me through to TC33. OK, 44 minute wait at TC12 – do I use the $\frac{3}{4}$ rule to recover 11 minutes or not? Re-read the regs and based on if it's not specifically allowed then it probably isn't opted for not.

Ah yes, my potti went on the blink just after TC2 flickering off more than on, but the bump in the farmyard sorted it leaving it permanently off, along with the spot lights.

Second run through the white cost us 5 minutes and a quick check on the armco in the farmyard showed no sign of any 'green' contact, struggled up the hill again but got up in one go this time.

No great excitement from TC13 to TC19 (apart from the car park with two code boards full of camper vans) and 4 missing controls. TC19 to TC20 included the first lap of Woodacre Hall and another 44 minute holding control at TC21 before lap 2. Even with a stall and an unusual approach to the ford we managed to clean the section, things were looking up. Same $\frac{3}{4}$ dilemma at TC21 but same choice.

Bit tighter through TC22 (lap 2) to TC24 and the rapid splash and dash at Forton Services to TC25 and the run for home, still with 9 minutes lateness in the bag.

Bit of a mixed bag to TC33, short sections but code board overload with the section between TC27 and TC28 having a serious impact on the results. 3 miles, 6 minutes and 6 code boards. Now we had the grid reference for all the code boards included on the time cards and (with the exception of 1 which had gone missing / never been put out in the middle of that white) they were all where they should have been and being vertically mounted number plates fairly easily spotted. PC27 was on a HR and PC28 on a HL within approx 200m of each other. Penalty for a missed board was a fail so quite important to spot them. We were one of only 5 crews to get all the boards. Admittedly PC28 was on the 'wrong' side of the road so a candidate to be scrubbed but surprising that so many crews missed them.

Still time for a fright stuck behind a local waiting for traffic lights to change with time ticking.

The final section ran through a farm yard, down a white finishing off with a couple of miles of narrow yellow. We had to wait for our minute at TC32 and were quite surprised to catch car 28 half way down the white (hadn't seen another car since petrol). Even more surprised to sit behind him at TC33 for ages while he waited for his minute which turned out to be

the one after ours! The results showed he had dropped 4 minutes at TC32 but cleaned TC33, still puzzled as to how he ended up in front of us on a later minute.

Results were declared provisional almost as soon as we handed in our time card (A3 sheet of paper and a marker pen is the way to go) and although we were by far the slowest over the whites picking up all the boards earned us an unlikely 5th o/a. I expected PC28 to be scrubbed which would have dropped us to 10th o/a but it wasn't and 5th is where we finished. Winners dropped 1:10 in total (but the driver was last year's CoC) to our 21:15.

Dave, David, Kermit & LL Car 23

The main difference between the two events was the way the organising team handled the post event issues. Drystone was handled badly (and still is if the forums are to be believed), shame really as it was a cracking route. Morecambe was advertised as rough, it was rough, although there was a lack of information available at the start the majority of crews seemed to know what they were getting, bit short on marshals but overall a very well put together event.

If any readers are interested in having a look at the navigation handed out on the local Nat B events then let me know. I have loaded all the paperwork from the events that I have taken part in this year onto t'internet and links to the files can be requested, just send me an email.

Next month I hope to be out on the Jackson Trophy and either the Clitheronian or the Mercian (two events chasing the same crews and marshals scheduled on the same weekend seems a bit short sighted) – watch this space.



Miscellaneous



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