

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

November 2011



**London - Cape Town**  
Rob Henchoz & Richard Atherton  
(Car #1: Volvo 144 "EPV 86H" aka The Camel)

## Events coming up in November

**Thursday**  
17<sup>th</sup> November

**Natter & Noggin**

**Ugly Bug Inn**

**Contact**  
Howard Joynt

**Friday**  
25<sup>th</sup> November

**Waveney Mushrooms**  
12 Car

**Waveney Mushrooms, Flixton**

**Contact**  
David Mann

**Saturday**  
26<sup>th</sup> November

**Charity Race Day**  
Experience

**Snetterton**

**Contact**  
Martin Newson

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## Included with this edition:

### 12 Car Round 3 Regs & Entry Form

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**Bernie Fox**  
**Mike Lambert**  
**Andrew Lawson**  
**Peter Riddle**  
**Gordon Wellbelove**

**Snetterton**

**Saturday 26<sup>th</sup> November**

**Charity Race Day Experience**

## 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 17<sup>th</sup> November** for the next Natter & Noggin

### Diary Dates

Sunday 6<sup>th</sup> November  
Clubmans Series Round 7  
Lyng Garage  
Production Car Trial

Thursday 17<sup>th</sup> November  
Club night at the Ugly Bug Inn, Colton

Friday 25<sup>th</sup> November  
12 Car Round 3  
Waveney Mushrooms

Saturday 26<sup>th</sup> November  
Snetterton  
Charity Race Day Experience

Wednesday 7<sup>th</sup> December  
Management Meeting at the Ugly Bug Inn, Colton

**Thursday 15<sup>th</sup> December  
Christmas Buffet at the Ugly Bug Inn, Colton**

Monday 2<sup>nd</sup> January  
New Year Treasure Hunt & Scatter

Thursday 19<sup>th</sup> January  
Club night at the Ugly Bug Inn, Colton

Friday 27<sup>th</sup> January  
12 Car Round 4  
Your Ideal Shop

### 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 13<sup>th</sup> November  
Woodbridge Gymkhana

Sunday 20<sup>th</sup> November  
Tamworth Stages

Friday 25<sup>th</sup> November  
12 Car Round 3  
Waveney Mushrooms

Saturday 3<sup>rd</sup> December /  
Sunday 4<sup>th</sup> December  
Preston Road Rally

Saturday 10<sup>th</sup> December /  
Sunday 11<sup>th</sup> December  
Rockingham Stages

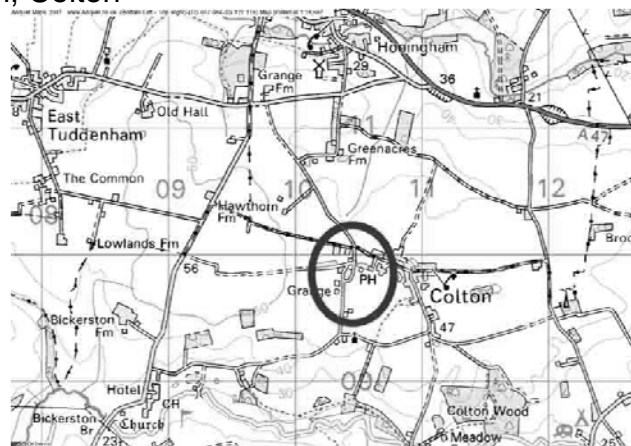
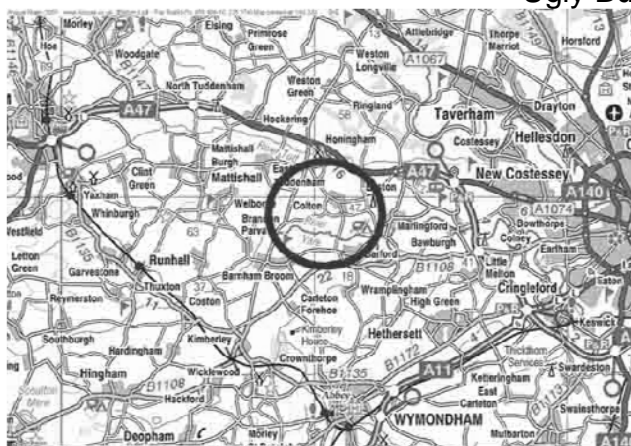
## Waveney Mushrooms 12 Car

Friday 25<sup>th</sup> November

Round 3 of the 2011 / 2012  
12 Car Championship

Waveney Mushrooms, Flixton

### Ugly Bug Inn, Colton



2011 Dates	Event	Champ.	Contact(s)
Monday 3 <sup>rd</sup> January	New Year Treasure Hunt & Scatter		Ian & Gill Doble
Thursday 20 <sup>th</sup> January	Club night		
Friday 28 <sup>th</sup> January	12 Car	12 Car	Peter Riddle
Thursday 17 <sup>th</sup> February	Club night		
Friday 25 <sup>th</sup> February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 17 <sup>th</sup> March	Club night		
Friday 18 <sup>th</sup> March	March Hare		KLDMC
Friday 25 <sup>th</sup> March	12 Car	12 Car	Ian Doble & Chris More
Sunday 22 <sup>nd</sup> April	Broads Explorer Classic Scatter		Howard Joynt
Thursday 19 <sup>th</sup> April	Club night		
Sunday 24 <sup>th</sup> April	Production Car Autotest	Clubmans	David Bell
Monday 2 <sup>nd</sup> May	Kimberley Hall		Peter Riddle
Thursday 19 <sup>th</sup> May	AGM		David Leckie
Tuesday 24 <sup>th</sup> May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 16 <sup>th</sup> June	Club night		
Saturday 18 <sup>th</sup> June	Norwich Forum		David Leckie
Sunday 19 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 23 <sup>rd</sup> June	Production Car Autotest	Clubmans	Ian & Gill Doble
Sunday 17 <sup>th</sup> July	Charity Prize Raffle Draw		Lynne Wellbelove
Thursday 21 <sup>st</sup> July	Club night		
Sunday 31 <sup>st</sup> July	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Thursday 18 <sup>th</sup> August	Club night		
Thursday 15 <sup>th</sup> September	Club night		
Sunday 25 <sup>th</sup> September	Navigational Scatter	Clubmans	Howard Joynt & Bernie Fox
Friday 30 <sup>th</sup> September	12 Car	12 Car	David & Katy Leckie
Saturday 8 <sup>th</sup> October	Dinner Dance & Prize Giving		Lorraine Annison
Thursday 20 <sup>th</sup> October	Club night		
Friday 28 <sup>th</sup> October	12 Car	12 Car	Jonathan Stimpson & David Burlingham
Sunday 6 <sup>th</sup> November	Production Car Trial	Clubmans	David Leckie
Thursday 17 <sup>th</sup> November	Club night		
Friday 25 <sup>th</sup> November	12 Car	12 Car	Robert Aldous & David Mann
Thursday 15 <sup>th</sup> December	Club night		

[www.scon.co.uk/SCCoN2011Calendar.htm](http://www.scon.co.uk/SCCoN2011Calendar.htm)

<b>2012 Dates</b>	<b>Event</b>	<b>Champ.</b>	<b>Contact(s)</b>
Monday 2 <sup>nd</sup> January	New Year Treasure Hunt & Scatter	Clubmans	Howard Joynt & Bernie Fox
Thursday 19 <sup>h</sup> January	Club night		
Sunday 22 <sup>nd</sup> January	Production Car Autotest	Clubmans	John Peterson
Friday 27 <sup>th</sup> January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 <sup>th</sup> February	Club night		
Friday 24 <sup>th</sup> February	12 Car	12 Car	Mark & Lorraine Annison
Friday 9 <sup>th</sup> March	March Hare		Ian Doble
Thursday 15 <sup>th</sup> March	Club night		
Friday 30 <sup>th</sup> March	12 Car	12 Car	Ian Doble & Chris More
Sunday 15 <sup>th</sup> April	Production Car Autotest	Clubmans	David Bell
Thursday 19 <sup>th</sup> April	Club night		
Sunday 22 <sup>nd</sup> April	Broads Explorer Classic Scatter		Howard Joynt
Thursday 17 <sup>th</sup> May	AGM		David Leckie
Tuesday 24 <sup>th</sup> May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 14 <sup>th</sup> June	Production Car Autotest	Clubmans	Ian & Gill Doble
Thursday 21 <sup>st</sup> June	Club night		
Sunday 24 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 15 <sup>th</sup> July	Navigational Scatter	Clubmans	
Thursday 19 <sup>th</sup> July	Club night		
Thursday 16 <sup>h</sup> August	Club night		
Sunday 19 <sup>th</sup> August	Navigational Scatter	Clubmans	
Thursday 20 <sup>th</sup> September	Club night		
Friday 28 <sup>th</sup> September	12 Car	12 Car	
Thursday 18 <sup>th</sup> October	Club night		
Friday 26 <sup>th</sup> October	12 Car	12 Car	
Sunday 4 <sup>th</sup> November	Production Car Trial	Clubmans	
Thursday 15 <sup>th</sup> November	Club night		
Friday 30 <sup>th</sup> November	12 Car	12 Car	
Thursday 20 <sup>th</sup> December	Club night		

[www.sccon.co.uk/SCCoN2012Calendar.htm](http://www.sccon.co.uk/SCCoN2012Calendar.htm)



## Editorial Chair

Martin Newson

### Wandering Chairman's November Report.

Here we are in November 2011, and as usual we have lots to report.

This month I have started to write my report only a few days after sending out the October issue. As we sent out that newsletter I realised I missed out a few items. So here we go time to put it right again.

I forgot to thank Lorraine Annison for her efforts in putting together the dinner dance for us, and to my lovely wife, Christine for getting all the trophies sorted. We will be asking for the annual trophies back early next year so they can be engraved up to date.

### October 23<sup>rd</sup> Classic Sports Car Championship at Snetterton

This being the last round of the series Chris Edwards and Julian Riley were competing in we thought we should go along and support them.

Christine and I arrived quite late after qualifying, and found Chris and Julian looking very concerned about a large amount of oil soaking the belly of the car. Changing some of the dry sump pipes made no difference; it seemed to be coming from an oil seal between the engine and gearbox. Rather than risk more damage the car was put onto the trailer, and we all took part in an afternoon of watching some really classic cars going around the 200 circuit.

### October 28<sup>th</sup> Round 2, 12 car series

It was Jonathan Stimpson and Dave Burlingham's first attempt at running a Navigational event, and they made a very good job of it.

Hopefully there is a full report and results elsewhere in this newsletter but from our (Christine and Martin) point of view it seemed to go off with no problems. There were a good number of marshals in attendance, and with the check points located in good positions we had no PR problems this time around.

### November 6<sup>th</sup> PCT at Lyng

We Arrived at Lyng to find that David and gang had already setup the tests for the morning runs.

Having been press ganged to do signing on Suzanne, Philip and I set to work getting the competitors and marshal's signed on. After signing on 21 competitors David did a drivers briefing and they were off to their allocated first hill.

Lynne and I decided it was time for a cup of tea and five minutes sit down before starting to prepare the soups for lunch. Lunch was soup, roll slice, of pavlova and cake all for the sum of £3 ahead (what a bargain).

Having commandeered some other gas stoves Lynne set to work making up the soups with 3 tempting flavours (Tomato, Broccoli & Cheese, and Carrot & Coriander). Lunch was to be ready at 1.00pm.

Meanwhile Suzanne and I decided to go for a walk to test one off which we watched a few cars and a nice chat with Maggie before heading back to the mess tent to make sure Lynne was all right and if she needed any help. Once back we started to butter some rolls. Both Suzanne and I had a taster session of the soups (yum). The competitors started to come in dribs and drabs to collect their bounty, after completing the morning hill tests.

Suzanne and Lynne did an excellent job with looking after the steady stream of hungry people with their soup.

Philip spent the day being Tony Burchnall passenger and they finished 6<sup>th</sup> overall.

Another excellent days motor sport. Thank you to everyone who made it possible.

### Norwich Holiday Inn at Norwich Airport

While the Scon team were running the car trials at Lyng I was at the Holiday Inn for the launch of the Charity Race Day Experience. We managed to have 5 cars from SCCON on display,

**Rob Henchoz** - Volvo Rally Car which is starting as number 1 on the London to Cape Town Rally

**Stuart Delf** - Fiesta Rally Car (freshly sticker-ed ready for the rally at Snetterton on November 20<sup>th</sup>)

**Josh Riley** - Saab 96

**Julian Riley** - Audi Quattro (which was given centre stage inside and caused massive interest)

Me (**Martin Newson**) - MG ZR Rally Car

Everything went well and hopefully we were able to encourage lots of people to Snetterton on the 26<sup>th</sup> November.

### Sunday November 20<sup>th</sup> Tamdown Stages Rally at Snetterton

This will be the first rally at Snetterton in at least 10 years come along to watch the cars using the 300 circuit.

## Charity Race Day Experience - Saturday November 26<sup>th</sup>

**This is what was called the British Heart Foundation day, held at Snetterton.**

The day is split into 3 main sections.

### **The 200 Track**

This is the main track around the outside. The majority of the day it will have race cars going round taking people out for three laps at a time. Prices start from just £20 a ride and go up to £60 for the really special stuff. Throughout the day there will also be three or four super car sessions lasting 30 minutes each. Again they will be taking people out for 3 laps at a time.

### **The 100 track**

This is the smaller inner track and will be taken at a more leisurely pace with classic cars taking people out for rides from £10. Car dealers will also be taking people out in their demonstrator cars.

### **The Paddock**

The majority of the paddock we are expecting to fill with a static show for all the car clubs wanting to attend. There will be all kinds of cars from the oldest classics right up to modern day Ferrari's and Lamborghinis.

Also dotted around the paddock will be trade stands and car dealers. They will be selling all kinds of motorsport goods from model cars right through though to the real deal

If you want the chance to drive on the day please go online at [www.charityraceexperience.co.uk](http://www.charityraceexperience.co.uk)

You can have a ride out in a race or rally car for a donation to the charity.

**The most important thing is that the car club is helping on the day by checking the passengers have the crash helmets on and seat belts fitted properly.**

**You can help us on the day.**

**I will need your names and contact details.**

**We are running out of time so please contact me as soon as you can.**

**You can phone on 01502 716280  
text 07786 397212  
email [cjnewson32@yhoo.co.uk](mailto:cjnewson32@yhoo.co.uk)**



**Don't look now but Christmas is on the way and to help start the celebrations we will be having a gathering at the Ugly Bug Inn at Colton at 8.00pm on Thursday December 15<sup>th</sup> where you can buy a drink and have some of the buffet provided at the pub**

## Marshals Post

*Upcoming club events – Waveney Mushrooms 12 Car, Your Ideal Shop 12 Car*

*Other clubs:*

*Woodbridge Gymkhana on Sunday 13<sup>th</sup> November at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club*

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

*Preston Road Rally on Saturday 3<sup>rd</sup> & Sunday 4<sup>th</sup> December starting from Barton Mills and finishing at Elveden Estate organised by Chelmsford Motor Club*

*Rockingham Stages on Saturday 10<sup>th</sup> & Sunday 11<sup>th</sup> December at Rockingham organised by Thame Motorsport Club & Middlesex County Automobile 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.sccon.co.uk/SCCoNMarshals.htm](http://www.sccon.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.sccon.co.uk/SCCoNCalendar.htm](http://www.sccon.co.uk/SCCoNCalendar.htm))*

### The Preston

A mostly off-road rally in the Thetford area

December 3rd, 2011 9:00 PM to December 4th, 2011 7:00 AM

An event of this nature needs many marshals...

The Preston in particular needs a great number - last year we used over 100!

This year, as usual due to the demanding route, we will again need this number.

If you would like to marshal please contact

Chief Marshal - Jim Bowie

Tel: 01787 370976 (h) 07702 113684 (m) - e-mail [jimbowie555@yahoo.com](mailto:jimbowie555@yahoo.com)

Asst Chief Marshal - David Lobb

Tel: 07821 583183 - e-mail [dglobb@hotmail.co.uk](mailto:dglobb@hotmail.co.uk)



# London to Cape Town Rally

## What of our London to Cape Town bid?

- We are becoming more excited now, as we have rapidly dwindling weekends until the start:
  - Scrutineering is at Brooklands on New Years Day
  - Departure from Westminster that afternoon: we are Car #1!
  - 14,400 km later we hope to be in Cape Town, on Friday 27<sup>th</sup> January
  - Results will be available on the internet via Yellow Brick, and hopefully on our own website also [www.amazoncars.co.uk](http://www.amazoncars.co.uk)
- Mechanically I believe that we have done everything we can to give a trouble free run
- Rindy Frost will have put the car on the dynamometer on the 8th November, to get the carbs and ignition curves just right
  - We shall run with a "good fuel" ignition curve, and also have a "low octane" curve available if necessary
- The spares and tools are laid out, and most of my time is spent arranging their safe, secure, and logical stowage
  - Having failed miserably to cross drill the suspension nuts for safety lockwire, I shall now revert to marking every union with yellow marker, to assist spotting any bolts that are trying to unwind themselves.
- George (he of the beautiful jet black 130 Amazon) has given us his satellite phone, so that saves us a task & money
- Myles will sort out some paintwork that has failed to adhere, so the car should look good on NYD
- I've created a 1000km route around England & Wales, we shall drive this non-stop along with Car #33 (MG ZR) starting late on 9th December as our final shakedown
- After well over a year mulling the car over, here's some thoughts
  - The drycell battery from DMS Technologies is superb
  - The Garmin GPS and external antenna are a delight; the Monit tripmeter also seems superb, although I have yet to use that as a navigator!
  - Rear roadsprings were a little soft (as pointed out by Owen Turner, he of the Rover Centre fame), replacements should be here tomorrow
  - Front roadsprings are about right, but the bigger 185R15 tyres are just touching out on the wing at full compression, so these will also be replaced.
  - Interior lighting (LED self adhesive strips) is twice as good as any we have ever seen on any car, it really is fantastic quality. Are they truly rally proof though?
  - The car is actually a delight to be in, but our 1000km run should throw up a few improvements...

For those who might be in the vicinity and looking for some fresh air (and castor oil) on New Year's Day.

The start of the London - Cape Town rally is (provisionally) as follows...

- New Years Day schedule: 1<sup>st</sup> January 2012
- Scrutineering at Brooklands Motor Museum
  - Starts at 1000
  - Flagging off at 1600 (so we should be out at 1601 in theory)
- Official Start at Westminster
  - Car #1 (that's us) flagged away at 1901

Regards,

Rob Henchoz & Richard Atherton (Car #1: Volvo 144 "EPV 86H" aka The Camel)

## HRCR Clubman's Championship

The last couple of months have evaporated like a whirlwind in the Doble household having spent a goodly part of September touring the western isles of Scotland for my 60<sup>th</sup> birthday and then carrying out the repairs to house and cars upon our return. My rallying exploits with Jim sandwiched our holiday, and were quickly followed by the last round in the 2011 series in mid-October. So here is a précis of each of the last three events to give readers a feel for how we got on.

### Vale of Clwyd – 3 Sep.

I was really looking forward to this event as it was a return to North Wales where I stated my rallying activities in the early 70s. With Google earth fired up I spent quite a few hours researching the “not as map” junctions I had marked up on my old first edition maps and trying to commit them to memory for future use! The event started in the worst possible way when we contrived to miss the first control within one mile of the start. We had spent the evening in a B & B up this road and familiarity bred contempt as we had been along it several times in the previous 12 hours. In my haste to plot the route I missed the arrows on the 2<sup>nd</sup> and 3<sup>rd</sup> tulip instructing the use of a white road. With head down plotting as we left the start Jim announced “we’ve just passed a “No” board” – I quickly wrongly assumed it was shielding one of the many little driveways that lined the road, and proclaimed “carry on” – definitely not the correct answer. Anyway we carried on regardless as the penalties were using the “time” system rather than the “fail” system and this was a loss of 5 minutes. With a long hard event to go anything could happen – and it did. There was a really good variety of tests that included farm tracks, a grass field, open tarmac car parks and some forest

tracks so we had plenty of fun. Even some of the Regularities contained long whites over moors and through wooded valleys. One particular section caught us out as the route instructions ended with “then follow arrows”. We did not know what to expect – perhaps a detour across a field, but no. Here began about 2 miles of tortuous route around and through a farm-yard complex with two ITCs in the middle before being dumped back out onto the public highway in some unknown place with a “Jogularity” (tulip instructions of features and junctions) to the end of the section. This caught us rather unawares but it was great fun. Apparently, the farmer is very keen, and the organisers provide a quantity of cones and he makes up a route around his premises for them! With most crews making a big mistake somewhere during the day it was still a lottery to know where we in the results, but the sting in the tail was still to come. The last Regularity used a NAM junction with an ITC that lots of the top crews missed. It was a hairpin slot right around a pub, but unknown to most folks there was a short-cut at the rear. We did investigate the possibility when we approached but it looked like a dead-end with skips and parked cars, but apparently there was route through and that’s where the Control was – a bit unnecessary really without some form of “instruction”. This meant we picked up another 5 minute penalty and it knocked us into the top twenty, but still with more points than our closest rivals in the Championship, so not too bad.

### Hughes Rally 25 Sep.

A much better event altogether; we were seeded at #1 following our win last year, with this year’s championship leader in his 911 behind – so no pressure! We started with four tests in

Mereworth Woods which are like very narrow forest stages really with the addition of stop astrides and/or code boards to keep the speeds to a “safe” level. All went well here, and then it was off for a fairly long drag down the M20 to coffee at the famous Roadhouse Café in Lenham which has lots of rallying heritage from the 60s and 70s. Heading into the Regularities from here the 911 behind succumbed to an engine fire that ruled them out of further activities! We had a fairly uneventful run around on the Regularities, with our only moment of baulking on Romney Marsh costing six seconds, our biggest penalty, but this was not good enough to keep us in a podium place. A minor indiscretion on the penultimate forest test cost us about ten seconds and we dropped to 5<sup>th</sup> at the finish, so you can see it is very close at the sharp end with any minor mistake costing a place or three.

### Throckmorton Challenge – 15 Oct.

This was something completely different being a HERO (Historic Endurance Rallying Organisation – the folks who run the LeJog) event and included in the HRCR Championship for the first time. It was based on the Throckmorton airfield near Worcester which is very similar in character to Sculthorpe, but not quite as large. The focus was on tests with 5 layouts to be attempted three times, each attempt being slightly longer and more complicated. There were also three Jogularities on public roads and a fourth and rather deadly sting in the tail around the airfield and its buildings.

All the tests went pretty well and I think we were hanging on to a top 10 placing by the skin of our teeth up to the last Regularity. I am still vague about our actual finishing position as it was worked out using

a handicap system which as yet I do not understand. The HRCR event results were based on scratch figures, but these were only used to calculate the championship points, and as I got completely lost on the final Regularity, and eventually gave up, it all seemed rather immaterial at the time.

So what went wrong? Well the whole route was defined by tulips some at 0.01mile spacing, but it all went wrong way before that. I just became completely disorientated after about one mile following the grass verge along the edge of the runways. We came to a "crossroads" turn right at cone, which did not look at all right, but I muddled my way to a point where I could identify where we were, but now the trip was completely wrong. Knowing we were behind time, Jim would speed up where

he could see and then the trip was even more wrong and I just could not figure out how to sort it out. At one point we were heading back down the correct route the wrong way with the 911 coming towards at a high rate of knots. "Good lets follow him". All very well until he leaves the next ITC then I'm lost again – so we meander about aimlessly and eventually give up – which seems a sensible idea, but how do you get out!! By pure luck we end up at the last ITC having missed two others – all within about 4 miles – what a disastrous ending to the season which cost us dearly in the Championship.

Having thought about it some more, I should have worked from the intermediate distances in the Road-book when I realised the total distance was wrong – but in the heat of the moment my brain gave up! Hopefully I will know

what to do next time! Another feature of this rally was that there was no map required. I found this very disturbing and did in fact take one, just in case, and had plenty of time to plot the Jogularities onto the map as insurance against a wrong slot. To just explain Jogularities they combine features and junctions in a table with the required time at each particular point, so there is no need for speed tables or maps to get around the route and stay on time. It all works fine until you make an error and wrong slot at which point you can become totally lost – as I have very ably demonstrated.

That's it for another year – looking forward to 2012.

## Latest Landranger Map Editions



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

## 2011 / 12 12 Car Championship

### **Round 1 – Friday 30<sup>th</sup> September**

P & H Novice 12 Car

Organised by David & Katy Leckie and sponsored by Pat & Henry Fairhead

Results included with the October newsletter

### **Round 2 – Friday 28<sup>th</sup> October**

SCA Race and Rally 12 Car

Organised by Jonathan Stimpson & David Burlingham and sponsored by Alan Shrimpton

Results included with this newsletter

### **Round 3 – Sunday 25<sup>th</sup> November**

Waveney Mushrooms 12 Car

Organised by David Mann & Robert Aldous

Regs & Entry Form will be included with this and the October newsletter

### **Round 4 – Friday 27<sup>th</sup> January**

Your Ideal Shop 12 Car

Organised by Howard Joynt & Bernie Fox and sponsored by Chris Edwards

Regs & Entry Form will be included with the December newsletter

### **Round 5 – Friday 24<sup>th</sup> February**

Canada Garage Motorsport 12 Car

Organised by Mark & Lorraine Annison

Regs & Entry Form will be included with the January newsletter

### **Round 6 – Friday 30<sup>th</sup> March**

Lyng Garage 12 Car

Organised by Chris More and sponsored by Dennis Ward

Regs & Entry Form will be included with the February 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**

[www.scon.co.uk/SCCoN201112Car.htm](http://www.scon.co.uk/SCCoN201112Car.htm)

## 12 Car Round 2

## SCA Race and Rally

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
1	E	Alan Shrimpton / David Bell	-	19	1	
6	N	Paul Brunton / Nick Wale	1	-	2	1
9	B	Rob Henchoz / Amy Henchoz	1	10	3	1
7	N	Chris More / David Smalley	2	-	4	2
11	B	Mark Harries / David Daniels	2	7	5	2
10	B	Trevor Addison / Andy Hayward	2	8	6	3
4	I	Ant Liddle / Garth Collier	2	30	7	1
2	E	Robert Aldous / David Mann	2	37	8	1
8	N	Dale Lawson / Andrew Lawson	3	6	9	3
3	I	John Peterson / Ian Graham	3	20	10	2
5	I	Bernie Fox / Howard Joynt	8	23	11	3
12	B	Geoff Bateman / Dan Hilton	18	-	12	4

Thanks to Jonathan & David for organising, Alan for sponsoring and all the marshals: Ken & Harry (Scrutineering), Annie (Sgning On), Jonathan & David (Start), Mark (PC2b & TC8), Neil (TC2), Mark, David & Elaine (TC3), Peter & Maggy (TC4), Rob & Rob (TC5), Martin & Christine (TC6), Mike (TC7), Jonathan & Perry (TC9), David (Results), Barry Heather & Mary (Course Closer).

Championship Positions after round 2 (top 12):

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	12	9					21
2	Rob Henchoz	11	10					21
3	Paul Brunton	4	11					15
4	Ant Liddle	8	6					14
5	Robert Aldous	9	5					14
6	John Peterson	10	3					13
7	Trevor Addison	6	7					13
8	Alan Shrimpton		12					12
9	Dale Lawson	5	4					9
10	Mark Harries		8					8
11	Jonathan Stimpson	7						7
12	Bernie Fox	2	2					4

Navigator	1	2	3	4	5	6	Total
Amy Henchoz	12	9					21
David Smalley	11	10					21
Nick Wale	4	11					15
David Mann	9	5					14
Garth Collier	8	6					14
Andy Hayward	6	7					13
David Bell		12					12
Peter Riddle	10						10
Andrew Lawson	5	4					9
David Daniels		8					8
Graeme Aldridge	7						7
Howard Joynt	2	2					4

# 2011 Clubmans Series Championship

## Clubmans Series Round 7

## Production Car Trial

Round 7 and an opportunity to report on a success! An entry of 21 and a goodly number of marshals turned out at Lyng for the club's annual PCT organised by David Leckie and Keith Pettitt.

Results:

#	Class	Driver	Car	Total	Class	o/a
8	RWD	Tim Hanman	Dellow MK 1	13	-	1
7	RWD	Peter Hanman	Dellow Mk 1	16	1	2
1	FWD	David Holmes	Citroen Saxo	49	1	3
4	FWD	Robin Howard	Citroen AX	54	2	4
12	RWD	Barry Redmayne	MG B GT	54	2	5
17	RWD	Tony Burchnall	Suzuki X90	57	3	6
18	FWD	Alan Sampson	Rover Metro	57	3	7
9	FWD	Paul Ellis	Citroen AX	58	4	8
15	FWD	Ben Cutting	Nissan Micra	61	5	9
16	FWD	Suzanne Cutting	Nissan Micra	67	6	10
6	FWD	Neil Peterson	Fiat Panda	68	7	11
11	RWD	Graham Redmayne	MG B GT	70	4	12
20	FWD	Chris Barns	Daihatsu Charade	70	8	13
10	FWD	Hannah Ellis	Citroen AX	71	9	14
5	FWD	John Peterson	Fiat Panda	72	10	15
21	FWD	Matt Gibson	Daihatsu Charade	73	11	16
19	FWD	Will Makins	Rover Metro	74	12	17
14	FWD	David Daniels	Ford Puma	77	13	18
13	FWD	Mark Harries	Ford Puma	82	14	19
2	FWD	Jonathan Stimpson	Peugeot 205	198	15	20
3	FWD	Annie Sneath	Peugeot 205	205	16	21



## Final Championship Positions:

<b>o/a</b>	<b>Driver</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>Total</b>
<b>1</b>	<b>John Peterson</b>	16	15	19	8	10	68
<b>2</b>	<b>Alan Sampson</b>	10		10	4	18	42
<b>3</b>	<b>John Wadeson</b>	12	12	16			40
<b>4</b>	Jonathan Stimpson	18		13		5	36
<b>5</b>	Sam Wadeson		15	19			34
<b>6=</b>	David Daniels		11	12		7	30
	Mark Harries		10	14		6	
<b>8</b>	Neil Peterson	13½				14	27½
<b>9=</b>	David Leckie	8	9	6			23
	Rob Kitchen	23					
	Tom Leckie	8	9	6			
	Will Makins	4		7	4	8	
<b>13</b>	Mark Annison	20	2				22
<b>14</b>	Chris Barns	9				12	21
<b>15</b>	Jim Deacon	11		8			19
<b>16=</b>	Candy Wadeson	5	7	5			17
	Dan Hilton		13	4			
	Joe Annison	17					
	Nick Wale	15	2				
<b>20</b>	Rob Dominy	13½					13½
<b>21=</b>	Ant Liddle				13		13
	Garth Collier				13		
<b>23=</b>	David Bell				10		10
	Janice Bell				10		
	Peter Riddle		2		8		
<b>26=</b>	Graeme Aldridge			9			9
	Paul Brunton		7	2			
<b>28=</b>	Oli Dennington-Price			8			8
	Peter Skillen			8			
<b>30=</b>	Christine Newson				7		7
	Martin Newson				7		
<b>31=</b>	Bernie Fox				6		6
	Howard Joynt				6		
<b>33=</b>	Annie Sneath					4	4
	Suzanne Newson						

## Road Rallying October Round Up

Not such a good month – one event – one absolute shambles.

### Illuminations – 22<sup>nd</sup> / 23<sup>rd</sup> October

The 20<sup>th</sup> round of the ANWCC Championship, starting and finishing in Langdale using maps 89, 90, 96 & 97 teamed up with Paul from Malton MC in his Proton Coupe. The event provided a rare opportunity to drive some of the classic Lake District National Park roads running to a 100% Pre-Plot format. Not an event with fond memories – 2008 blown engine due to too much water on the first section, 2010 blown engine due to too little oil on the third section – hoping for better things.

It would be unfair to dwell too much on the problems that ruined the event for many, I'll settle for listing the plus points – awesome roads and a very good breakfast.

Instead I'll focus on the route. This will mean very little to anyone who has not visited the Lake District but I'll do my bit for the local tourist board – if you get a chance to visit please do – the scenery is wonderful and the roads are something else.

The event was based at The Old Dungeon Ghyll hotel at the west end of Langdale. Although the event was Pre-Plot it was run as a true Regularity Rally (well it was meant to and sort of did) with double penalties for early arrival and also penalties for stopping in view of the marshals at controls. Timing was supposed to be when the car passed the board on regularities (there was quite a lot of anecdotal evidence that this was not strictly applied for the 'locals') and previous minute at regularity starts. What is the difference between a true regularity rally and a road rally regularity: well for one according to the Blue

Book there is no such thing as a regularity on a road rally event running to scheduled timing and therefore no rules which is a loop hole that may have been closed from 2012 onwards. A true regularity rally involves an accurate trip, a couple of stop watches, some speed tables and a completely different approach, usually found on historic events with very low average speeds and secret controls with due times re-calculated at each control usually run in daylight. Road rallies have b\*st\*rd\*s\*d this formula and lazy organisers have used the 'secret' control concept to up the average speed required to get from A to B to well above the MSA stipulated 30.

Back to the route, I'll list the significant sections and for each section give the time allowed and number of road junctions. The event ran 99% CRO and the two whites used were a lot smoother than the majority of the Norfolk yellows used on club 12 cars.

Regularity 1 - Blea Tarn (4 mins & 0 junctions), Wrynose Pass & Hardknott Pass (9 mins & 1 junction). Regularity 2 – Birker Fell (7 mins & 0 junctions), Stainton Ground (4 mins & 0 junctions), Jackson Ground (8½ mins & 2 junctions). Regularity 3 – Rosthwaite / Woodland / Fell Gate (7 mins & 5 junctions, Kendall Ground / Blawith (8½ mins & 1 junction & 6 gates), Regularity 4 – Oxen Park / Ickenthaite (7½ mins & 4 junctions & 4 gates), Rusland / Thwaite Head / Crosslands (8 mins & 6 junctions), Rusland Cross / Ellerside / Hill Top / Great Hagg (8 mins & 8 junctions).

Petrol in Ulverston and re-start at Newby Bridge.

Regularity 5 – Canny Hill / Seatle / Barber Green / Greaves Fm (9 mins & 13 junctions). Regularity 6 – Tow Top / Barrow Hollin (5 mins & 2 junctions), Cartmel Fell (7 mins & 2

junctions), Strawberry Bank / Birks Brow (8 mins & 5 junctions), Winster / Gilpin Mill (9½ mins & 4 junctions). Regularity 7 – Hag End (4 mins & 1 junction & 11 gates), Heaning white / Fusethwaite Yeat (6 mins & 7 junctions), Town Head / A592 / Stock Ghyll / Ambleside (7 mins & 1 junction).

All in all approximately 60 miles of competitive motoring – just about the same as a club 12 car! The whole route only used 12 code boards and 3 of them were on triangles.

Game of two halves – first half the nature of the roads made an average of 30mph something only to be achieved tucked up for the night – second half and an average of 30mph was fairly easily achieved (apart from the 2 mile stretch with the 11 gates) making a trip and an in-car clock fairly essential bits of kit.

The gates played a fairly significant part, each was manned as a Secret Check – not too great a problem – unfortunately the Secret Checks used the same control boards as the time controls so the question was always is it a secret check or a control and if it's a control am I early. A trip would give you a reasonable idea of where the controls were located.

We made it to the finish after a fairly drama free trip. Couple of stupid wrong slots caused by me paying more attention to my clock than the map but apart from them Paul managed to keep the car where it was meant to be with very little assistance from the left hand seat.

Results, well we finished 18<sup>th</sup> o/a on 19:38 with the winners (local crew in a mini) on 04:26. We collected 6 minutes worth of early penalties at a couple of the controls in the second half which didn't help our o/a standing but I can't really blame the organisers for my lack of the

necessary equipment.

Glossing over most of the problems with the event I'll mention a couple. A drivers briefing would have been a good idea giving everyone a chance to ask questions and the organisers an opportunity to share their expectations. Blea Tarn (first section) was scrubbed because the finish clock was running 20 seconds slow but times for Wrynose / Hardknott stood even though the clock was running 2

minutes fast when we arrived and had actually stopped for 4 or 5 cars. No suggestion at all of local bias but another quick local mini broke a drive shaft on the first hairpin of the event and the scrubbing of the section allowed them to fix it and go on to finish 3<sup>rd</sup> o/a. Then the start clock on the gated section had gone missing with the marshals on the first gate filling in the start time with whatever time the crew asked for and then on the final section the marshal with the start clock was

located a good mile after the control board!

So that'll be Illuminations 2 Percy 1, but I don't think the Illuminations will be on my calendar for next year. The Drystone earlier this year had a few rough edges which I'm fairly confident the organising team will fix, I'm not so sure with the Illuminations.



## SCA Race and Rally 12 Car

### Percy

A full entry of competitors and a merry band of marshals gathered at the Ploughshare Inn in Beeston eager to see what the new organising team of Jonathan and David had to offer. First time I've been in the village and what a maze it is, running at car 1 leaving the start venue looked as though it had bags of scope for a red face.

Fortunately we were told to turn left out of the car park so my first wrong slot of the night (second junction) was only witnessed by Alan. Road junction colours (not my favourite) and it took a wrong slot and a park up to work out that the junctions plotted top to bottom left to right rather than the usual left to right top to bottom. Back on the correct route and problem number 2 on the little white triangle at SH73, there had to be a board – I could see a fridge, a TV and lots of rubbish and a Saxo!, ah there was the board tucked away behind the Saxo. Out of the triangle and onto Beeston airfield – boy oh boy did I mess this one up. We eventually found our way down to Neil just before the A47 via a dead end and a farm – not an awesome start to the evening – at least we weren't running first on the road anymore.

Section 2 – envelope opened – brain turned to mush – what did it mean. Another one going top to bottom and I felt a bit stupid when the penny dropped – just a list of in order coded spot heights and a couple of vias and an avoid. Can you crack the code – 2029 = 47? I can assure you that trying to do sums bouncing along the yellows to the south of the A47 is a bundle of laughs,

Into TC3 near Tuck's Farm running well down the order and slipping alarmingly quickly across the time card. An array of neutered out of order tulips to TC4 north of Castle Acre via Great Dunham, Newton and Fiddler's Hill (passing the aptly named Tulip Hill en route) and a couple of NAMs. We were fine up to Great Dunham but tulip 5 required a SO at crossroads and unfortunately my interpretation of SO did not agree with Alan's. Trying to plot the control in the wrong grid square had my full attention and it wasn't until Alan queried which way to go at Rix Fm that I realised we weren't quite where we should have been. There was still time for us to wrong slot round the white triangle just before Fiddlers Green as I was still

looking in the wrong square eventually following Dale & Andrew into the control.

TC4 – TC5 and a string of squashed grid references finishing off on Peddars Way. Bit rough into the control but well cautioned and slackly timed.

TC5 – TC6 out of order list of vias through Little Massingham, Harpley Common, Rudham Grange (SH69 is on the yellow). Yet another wrong slot lengthy park up in Little Massingham as I decided SH88 was to be approached from the SSE and wondered why the rest wouldn't work – now running with Rob & Amy.

TC6 – TC7 – out of order grid square approach departs (again not a favourite for reasons that I don't understand). Big wrong slot and a lengthy park up on the A1065 after I missed the slot left to Pear Tree Corner. Finally got the route down to finish on the little white to the east of Whissonsett but finding no code boards didn't fill Alan with confidence.

TC7 – TC8 and some navigation I'm still not 100% sure about. A list

of out of order things, spot heights, Green Circles, a via grid reference and a +. Now my version of the route went B1146, SH59 (Gateley), SH55, 11xGC, SH44 and SH55. The only + I could find was in Horningtoft which didn't fit with the other instructions but we wasted time investigating. It could have referred to the Manorial Earthworks symbol on the B1146 but I spent the whole section mainly made up of one of the bumpiest yellows in Norfolk scouring the map for an elusive +.

STC8 – STC9 and the sting in the tail: although in my case it was probably unintentional. More road colour junctions (top to bottom), some via grid references and another +. OK, junctions are fairly un-ambiguous, via Brisley Old Hall Fm and a surprise trip through East Bilney ford (a lot smoother than I expected) to the end of the junctions at Rawhall Wood.

Time out for a trip down memory lane. My first run through the ford was a few years ago when I used to sit in the easy seat – it was probably a Phoenix in the late eighties with Peter Riddle on the maps. We approached the ford from the south and we were travelling quite rapidly, unfortunately the first thing I knew about a ford was when we landed half way across – fortunately I was carrying enough speed to get across the ford and up the exit ramp before the inevitable stall, Those were the days.

Back to the route and what was the significance of the +? Did it refer to the 'Little Bittering Village' (which didn't quite fit with the vias)? Was there a church somewhere? Or did it simply mean 'and'? Things weren't helped by a Quiet board with no End Quiet on my selected route, Anyway another bumpy couple of miles

hunting for a church but a code board on my selected route gave me a little comfort.

Glad to make it to the finish without having to cut, which had looked on the cards at STC7.

Overall 10/10 for a first attempt, only criticisms would be that in my opinion the expert navigation was a tad too challenging and perhaps the whites were a bit on the rough side. The airfield and the start / finish venue were excellent as was the marshalling.

As the results were read out we were surprised and a tad lucky to end up first overall. The only way is down.

Alan & Percy  
Car 1



So I was at the pub last night when the mobile phone started ringing. So I picked it up; "Hey gorgeous!, I just found a hand-bag I really like in town, It's reduced from £750 to just £400, can I get it!??, So I replied;"Yeah sure go and treat yourself darling, put it on my card"

Five minutes later I got another ring "Hey babe, I just found that sports car that I always wanted for, 1 year old, reduced from £120,000 to only £75,000, I can get it right??"Yeah sure, ill sort it out when I get home, put it on my card And only 2 minutes later I got ANOTHER call."Sweetie I have just found the PERFECT house for us, 4 bedrooms, huge garden and a hot tub, it's a one day offer of just £850,000!!" "Yeah sure go for it babe, put it on my card and ill sort it out with the bank to-morrow"

So I put the mobile back on the bar, and as I was finishing my pint my mate came over after going to the toilet. I said to him;"Mate seriously you shouldn't leave your mobile on the bar, anyone could have taken it"

A family of balloons, daddy balloon, mummy balloon and little boy balloon lived in a tiny house. They were so poor they only had one bed, which they all shared. One night little boy balloon stayed up to watch TV while his mum and dad went to bed. Later he went to join them but found that they were taking up too much room, so he let a little bit of air out of his dad. He still couldn't get in, so he let a bit of air out of his mum. There still wasn't quite enough room so he let a bit of air out of himself, finally man-aging to squeeze into the bed. Next morning at breakfast daddy balloon frowned at his son as he began to tell him off, " I need a word with you master balloon, last night ... you let me down, you let your mother down, but most important of all you let your-self down!

A gorgeous young redhead goes into a Doctor's office and tells the doctor that her body hurt wherever she touched it. "Impossible!" says the Doctor, "Show me."

The redhead took her finger, pushed on her left shoulder and screamed, then she pushed her elbow and screamed even more. She pushed her knee and screamed; likewise she pushed her ankle and screamed. Everywhere she touched made her scream. The Doctor said, "You are not really a redhead, are you?"

"Well no," she said, "I'm actually a blonde."

"I thought so," the Doctor said,

"Your finger is broken."