

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2011

**Merry Christmas and a  
Happy New Year to all our  
Members**



**Christmas Natter & Noggin  
at the Ugly Bug Inn  
free buffet  
Thursday Dec 15<sup>th</sup> 8pm**

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President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

## Included with this edition:

**The Memorial  
New Year Treasure Hunt & Scatter  
Regs & Entry Form**

**12 Car Round 4  
Regs & Entry Form**

The Memorial New Year Treasure Hunt & Scatter

Monday 2<sup>nd</sup> January

Ugly Bug Inn

## 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 15<sup>th</sup> December** for the next Natter & Noggin

### Diary Dates

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

Thursday 15<sup>th</sup> December  
Club night at the Ugly Bug Inn, Colton

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

Wednesday 4<sup>th</sup> January  
Management Meeting at the Ugly Bug Inn, Colton

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

Wednesday 1<sup>st</sup> February  
Management Meeting at the Ugly Bug Inn, Colton

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

Friday 24<sup>th</sup> February  
12 Car Round 5  
Canada Garage Motorsport

### 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 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

Sunday 22<sup>nd</sup> January  
TRS Brands Hatch Stage Rally

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

Saturday 4<sup>th</sup> February  
AEMC Rally Marshals'  
Training Day

Saturday 11<sup>th</sup> February  
Towncross Engineering  
South Downs Stages

Friday 24<sup>th</sup> February  
12 Car Round 5  
Canada Garage Motorsport

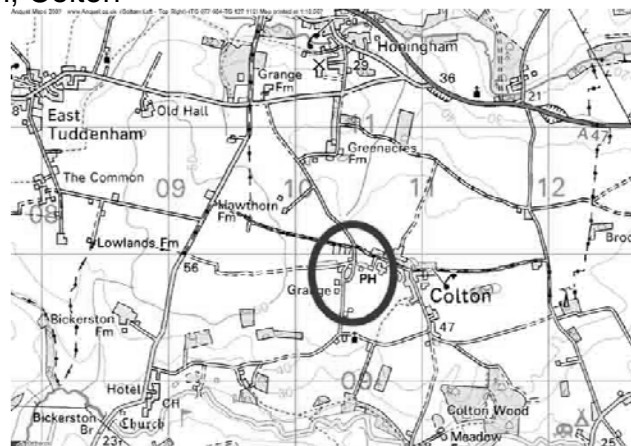
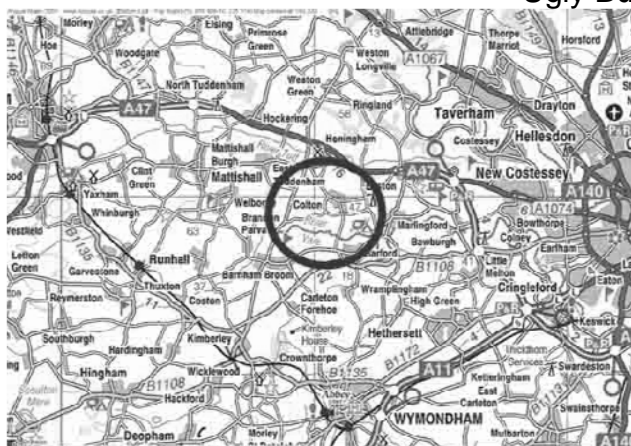
### Your Ideal Shop 12 Car

Friday 27<sup>th</sup> January

Round 4 of the 2011 / 2012  
12 Car Championship

Media Centre, Snetterton Circuit

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.scccon.co.uk/SCCoN2011Calendar.htm](http://www.scccon.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		
?	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	Chris More
Thursday 19 <sup>th</sup> April	Club night		
Sunday 22 <sup>nd</sup> April	Broads Explorer Classic Scatter		Howard Joynt
Sunday 29 <sup>th</sup> April	Production Car Autotest	Clubmans	David Bell
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

Chat from the Armchair

Where do we start? Let's start with this .....

## **MERRY CHRISTMAS TO ALL OUR FRIENDS IN THE SPORTING CAR CLUB of NORFOLK AND A HAPPY NEW YEAR**

It does not seem possible that another year has gone by already.

Last year at this time coming up to the Natter /Noggin night there was snow!

Hope to see all of you there at this year's Club night at the Ugly Bug Inn on Thursday 15<sup>th</sup> December from 8 ish and there will be a Christmas buffet, from 9 ish.

Now for what has been going on this month.

### **Tamdown Snetterton Stage Rally 20<sup>th</sup> November**

This was my first rally of the year to give the car a shake down after changing the engine size.

We all got up early on the Sunday morning to find fog! never mind it would clear later.

Having had the car scrutinised on Saturday we were able to lock it in the garage at Snetterton ready for the Sunday early start.

The start time of the rally was 9.00 which arrived and went. The next start time came and went still no start should be going at 10.30am. 10.30 arrived still no start times. We finally got going at 11.15 but it was still foggy, some parts of the circuit you could see a little and on other parts you could not see at all.

Having completed the first stage we went into service. The car was running quite hot; it was alright on the stages but was getting hot on the run in to the garage. The

radiator fan was working alright; it looks as if I have got to have a larger radiator as a Christmas present.

The stages were very trying to drive as the braking points were impossible to see, after each stage both Peter and I hoped that they would not give us a restart time but each time at the stage finish a new time card was trust through the window. Every planned stage was run and the event was all finished by 5.30pm.

We did have a good day with few problems and managed to finish 27<sup>th</sup> which was not to bad as it was only the second rally we have started this year we did have one high speed spin on oil while we were on the new 100 circuit.

Mike Smith and Nick Wale gave everyone some excitement in front of the pits with a half spin, but they managed another good finish.

Stuart Delf and Mark Annison had the best finish with an 8<sup>th</sup> overall but at one point they did touch the barriers after a big spin in the fog.

I would like to thank my team for their help. Christine kept everyone supplied with bacon rolls, tea and coffee during the day. Phil and Adrian kept the car in good shape and the lights working.

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

Well this was an extremely busy

day for the SCCON team at Snetterton. We were in the pits helping the paying public into the race and rally cars, they were then given three laps around the circuit around 90% race pace (and some were trying to scare their passengers with a bit of sideways sliding).

When the cars were not so busy most of our pit team were able to sneak a ride out in some of the more interesting cars. I know Christine enjoyed a trip out with Tony Hewitt in his Evo 6, she came back saying something about 130mph on the back straight.

On the day the two circuits were run as race cars on the 200 circuit and classic cars on the 100 circuit (were Rob Henchoz and Richard Atherton kept everyone entertained).

I do not know the final count but over £20,000 was raised on the day.

All that is left for me to say this year is we wish you all a very Happy Christmas and a Happy New Year.

We wish you success in everything you do in 2012, please keep us up to date with all motorsport events.

**Do not forget The Ugly Bug at Colton 8pm onwards 15<sup>th</sup> December.**

The 2012 REIS Get Connected MSA ASPHALT RALLY CHAMPIONSHIP retains its nine event calendar, offering the best sealed surface rallies that England, Scotland, Wales, Ireland & the Isle of Man have to offer, viz.

11th March Tour of Epynt	11th/12th May Manx Telecom Rally
1st/2nd June Jim Clark National Rally	22nd/23rd June Rally of the Midlands
15th July ALMC Stages (Dublin)	12th August Tyneside Stages (Otterburn)
26th August Eventsigns Mewla Rally (Epynt)	30th September Patriot Stages (Caerwent)
4th November Cheviot Keith Knox Stages Rally (Otterburn)	

The best 5 scores to count from 9 events.

Calendar to suit all budgets - Ferry travel not essential - Seven rounds on the mainland

Separate class (B14) for current/former WRC cars - The 'Millington Challenge' is retained - for front-engined RWD Mk1 to Mk5 Ford Escorts (not necessarily with Millington engines!) - Rally First category

For further details, visit the Championship Website: <http://www.asphaltrallying.com/>

## Marshals Post

David Bell

*Upcoming club events – Your Ideal Shop 12 Car, Canada Garage Motorsport 12 Car, March Hare 12 Car, Lyng Garage 12 Car*

*Other clubs:*

*TRS (Essex) Brands Hatch Stage Rally on Sunday 22<sup>nd</sup> January at Brands Hatch Motor Racing Circuit organised by Chelmsford Motor Club*

*Towncross Engineering South Down Stages on Saturday 11<sup>th</sup> February at Goodwood Motor Racing Circuit organised by Southsea Motor Club & Bognor Regis Motor Club*

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

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

*Club members have also been invited to attend the Rally Marshals' Training Day on Saturday 4<sup>th</sup> February at Cambridge Regional College (see flyer included with this newsletter). The day is organised by the Association of East Midlands Motor Clubs (AEMC) in conjunction with Volunteers in Motorsport and Go Motorsport. Everyone is welcome but early registration is essential.*

## Who needs a Rolling Road?

Peter Riddle

### WHO NEEDS A ROLLING ROAD WHEN YOU'VE GOT ..... WELL, JUST A ROAD REALLY!

In the dim and distant past I used a rolling road to set up the engine on my stage rally Mini Cooper, but the Vauxhall Novas I've been running in recent years have completely standard engines and they don't justify the cost of tuning them on a rolling road. But it's still good to make sure your engine is providing the best performance it can. So can this be done without a rolling road?

The biggest effect on the performance of a standard engine is gained by optimising the ignition timing and to do this I measure the time for the car to accelerate from rest over a set distance. Martin Newson quite rightly says that it's often preferable to time the car from a rolling start over the full range of engine revs that you use in competition. He says this because it's difficult to make a series of starts from rest such that every start is the same - too much wheel-spin is the killer of a good standing start time. But I wanted to compare the performance of different cars, some without a rev counter and with different final drive ratios fitted. Their speedos would all read slightly differently so there was no way I could be certain of starting my acceleration runs from the same speed. Starting from rest also means that you don't need such a long stretch of road. For these reasons, I decided to do all my runs from a standing start and always in the dry.

If you'd like to test your own car's acceleration, you'll need a suitable piece of 'private' road: a stretch of runway on a disused airfield is ideal, but make sure you have permission to use it. The only slight disadvantage is that airfields tend to be flat, whereas an uphill road is better as it will exaggerate any difference in performance. When choosing where to carry out your test runs, make sure it's a long way from any occupied properties because the noise of your engine revving could travel a long way. My piece of test track was less than 0.4 miles long, so the maximum speed reached at the end of each run would still be quite modest.

As Isaac Newton told us, acceleration is force (in this case provided by the engine) divided by mass, so when comparing the performance of different cars, it's important to take the vehicle weight into account. Vauxhall published the kerb weight of each model, but these figures need to be adjusted for each individual vehicle to allow for differences from the standard specification. I used the following approximate weight adjustments to estimate the test weight of each car:

Me: 85kg, David Leckie: 95kg, Factory fitted sunroof: 20kg, Safety Devices full roll cage: 40kg, Safety Devices rear cage: 20kg, OMP rear roll cage: 16kg, 10mm aluminium sump-guard: 18kg, 6mm aluminium sump-guard: 12kg, Spot-lamps and brackets: 3kg, Aluminium fuel tank guards inc. brackets: 10kg, Fibreglass fuel tank guard: 3kg, Box of tools: 10kg, Remove radio and speakers: minus 4kg, Remove anti-roll bars: minus 7kg.

The cars tested were:

	Vauxhall's 0-60mph	Engine power	Test weight
Tara's red Corsa 1.4 8-valve Wide ratio gearbox, actual ratios unknown	14.0 secs	59 bhp	~ 977kg
White Nova Merit 1.2 (now sold) High final drive ratio of 3.74 & 4-speed gearbox	16.5 secs	54 bhp	~ 840kg
David Leckie's black Nova 1.4 SR (2-up) Medium final drive of 3.94 & Nova SR gearbox with lower 2nd & 3rd gears (about 9% lower) Weber carburettor adds maybe 5 horsepower	12.0 secs	71+5(?) bhp	~ 1070 kg



Red Nova 1.3 SR Preston Rally 2008 spec with Nova 1.3L medium final drive ratio of 3.94	??? secs	69 bhp	~ 895 kg
Red Nova 1.3 SR Preston Rally 2009 spec with correct low final drive ratio of 4.18	11.8 secs	69 bhp	~ 895 kg
Red Nova 1.3 SR Preston Rally 2011 spec with low final drive ratio of 4.18, and later type Bosch ignition system	11.8 secs	69 bhp	~ 895 kg
Blue Nova 1.4L with medium final drive ratio of 3.94	12.5 secs	71 bhp	~ 905 kg

The cars are listed above in order of power-to-weight ratio starting with the lowest, so if all the cars had the same gearing, you might expect them to achieve progressively better acceleration in the same sequence. But what did they actually achieve?

I used to be a Test Engineer for Ford at Boreham (next door to their rally team), so doing these tests was a bit like being back at my old job. If a test run goes wrong, for example if you don't get off the line cleanly, you have to discount that run; fortunately I had very few aborted runs. I completed the following testing over a period of about three years:-

Car	Run 1	Run 2	Difference	Gear at end	Average time
Tara's red Corsa 1.4	25.91	25.63	0.28	4th	25.77 secs
White Nova Merit 1.2	25.52	25.24	0.28	3rd	25.38 secs
Black Nova 1.4SR	24.39	(only 1 run)		4th	24.39 secs
Red Nova 1.3SR in 2008	25.67	25.41	0.26	3rd	25.54 secs
Red Nova 1.3SR in 2009					
Timing as car was bought	26.33	26.05	0.28	4th	26.19 secs
Timing advanced 1 deg	25.69	25.56	0.13	4th	25.63 secs
Timing advanced 2 degs	25.40	25.09	0.31	4th	25.25 secs
Timing advanced 3 degs	25.64	25.31	0.33	4th	25.48 secs
Timing advanced 4 degs	25.75	25.62	0.13	4th	25.69 secs
<u>Timing advanced 2 degs</u>	<u>25.51</u>	<u>25.27</u>	<u>0.24</u>	<u>4th</u>	<u>25.39 secs</u>
(now with knobblies fitted for the 2009 Preston Rally)					
Red Nova 1.3SR 2011					
New carb & ignition as set	26.70	26.53	0.17	4th	26.62 secs
<u>Timing advanced 3 degs</u>	<u>25.36</u>	<u>25.09</u>	<u>0.27</u>	<u>4th</u>	<u>25.23 secs</u>
Blue Nova 1.4L	23.54	23.38	0.16	3rd	23.46 secs

The rows that are underlined show the settings I chose to run the red Nova 1.3 SR in rallies.

So what can we learn from the above?

The second run was always slightly faster than the first and I think this was mainly due to the engine and transmission oil getting hotter and therefore thinner.

The cars do increase in performance broadly in sequence with their power-to-weight ratio, except for David Leckie's black Nova that performed better than expected. This test was the only one carried out with two people in the car (on our way back from a rally), but the good acceleration time can be accounted for by the Weber carburettor that probably gives a worthwhile increase in power and also because this car is the only one with the lower ratio 2nd and 3rd gears.

The advantage of low weight can be seen from the relatively good acceleration of the white Nova Merit 1.2 when compared with the poor 0-60mph time quoted by Vauxhall. This car had done far fewer miles than the other cars and was nicely loosened up and in top condition. Vauxhall's 0-60mph testing will have been conducted with two people on board but with only 54 horsepower, this car's acceleration will always be more severely penalised by any extra weight.

I was pleasantly surprised how little difference the knobbly tyres made to the red Nova 1.3SR's acceleration. And its performance wasn't greatly affected by changing the ignition timing; my old Mini Cooper was much more sensitive and if its timing wasn't spot on, that car felt very flat and lifeless.

If you fancy having a go yourself, give it a try - it's much cheaper than a rolling road!

Peter Riddle November 2011

## 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 the November newsletter

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

Waveney Mushrooms 12 Car

Organised by David Mann & Robert Aldous and sponsored by David Mann

Results included with this 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 this 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 3

## Waveney Mushrooms

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
10	B	Rob Henchoz / Amy Henchoz	-	5	1	
11	B	Rob Kitchen / Aaron Rix	-	6	2	1
2	E	Ian Doble / Peter Riddle	-	7	3	1
4	I	Ant Liddle / Garth Collier	-	25	4	1
7	N	Mark Banham / Jonathan Stimpson	1	-	5	1
1	E	Alan Shrimpton / David Bell	1	10	6	2
8	N	Dale Lawson / Andrew Lawson	2	7	7	2
3	I	John Peterson / Ian Graham	2	11	8	2
5	N	Chris More / David Smalley	3	-	9	3
12	B	Geoff Bateman / Dan Hilton	12	25	10	3
9	N	Simon Hatfield / Richard Freeman	14	24	11	4
6	N	Paul Brunton / Nick Wale	Retired – poorly engine			

Thanks to David & Robert for organising, David for sponsoring and all the marshals: Julie & Laura (Coffee & Biscuits), Stuart (Scrutineering), Robert & David (Signing On), Ian & Clare (Start), Bernie & Trevor (TC2 & TC11), Stuart (PC3a & PC11a), Neil & Marie (TC3), Simon & Dick (TC4), Julian & Danny (TC5), Damian (TC6), Mike (TC7), Tony & Freddy (TC8), Neil & Chris (TC9), Leighton (TC10), Robert & David (Results), Ian & Clare (Course Closer), Martin, Christine, Phil & Suzanne (DSO).

Championship Positions after round 3 (top 12):

o/a	Driver	1	2	3	4	5	6	Total
1	Rob Henchoz	11	10	12				33
2	Chris More	12	9	4				25
3	Ant Liddle	8	6	9				23
4	Robert Aldous	9	5	7				21
5	Alan Shrimpton		12	7				19
6	John Peterson	10	3	5				18
7	Dale Lawson	5	4	6				15
8	Paul Brunton	4	11					15
9	Trevor Addison	6	7					13
10	Rob Kitchen			11				11
11	Ian Doble			10				10
12	Mark Harries		8					8

Navigator	1	2	3	4	5	6	Total
Amy Henchoz	12	9	12				33
Garth Collier	8	6	9				23
David Mann	9	5	7				21
Peter Riddle	10		10				20
David Bell		12	7				19
Andrew Lawson	5	4	6				15
Nick Wale	4	11					15
Andy Hayward	6	7					13
Aaron Rix			11				11
David Daniels		8					8
Dan Hilton		1	3				4
Howard Joynt	2	2					4

# 2012 Clubmans Series Championship

## Provisional Calendar

### Round 1 – Monday 2<sup>nd</sup> January

Scatter

### Round 2 – ?

Production Car Autotest (Grass - Snetterton)

### Round 3 – Sunday 29<sup>th</sup> April

Production Car Autotest (Sealed – Brandiston)

### Round 4 – Thursday 24<sup>th</sup> May

Production Car Autotest (Sealed – Snetterton)

### Round 5 – Thursday 14<sup>th</sup> June

Production Car Autotest (Sealed – Tibenham)

### Round 6 – Sunday 15<sup>th</sup> July

Scatter

### Round 7 – Sunday 19<sup>th</sup> August

Scatter

### Round 8 – Sunday 4<sup>th</sup> November

Production Car Trial (Lyng)

2011 / 2012 March Hare 12 Car

#### Friday 9<sup>th</sup> March

A cunning plan for the 2011 / 2012 event has been hatched!

Please put the date in your diary as the club will need many volunteers (marshals and competitors) and volunteers are a much better bet than conscripts.

The aim of the organising team is to provide something a little different, imagine a football match with no extra time and a penalty shoot out held before the kick off played on a flat pitch.

## Road Rallying November & December Round Up

Quite a busy month and a bit with trips out on the Dansport, Beaver and Preston.

### Dansport – 5<sup>th</sup> / 6<sup>th</sup> November

The 8<sup>th</sup> round of the ANEMMC, 9<sup>th</sup> round of the EMAMC, 5<sup>th</sup> round of the Peak Trophy and 21<sup>st</sup> round of the ANWCC Championships, starting and finishing at Robinson in Chesterfield using maps 110 & 119 teamed up with Hugh in the MG (hopefully with the teething problems encountered on the Jackson Trophy sorted). This event has run under various names over the last few years, AB Motorsport and Auto Windscreens to name a couple.

Our event dramas started before we'd left Norfolk. A problem with the Freelander on Friday meant we'd be driving the rally car to the event (and hopefully back again). Then a slow puncture detected at Fakenham meant we'd also be doing the event with no spare.

The organising team had decided to use the Jackson Trophy approach to the navigation. While both events are 100% plot & bash a hand out at signing giving all the plots for the link sections followed by a hand out at MTC1 with all the competitive sections and a 20 minute run out turn it into a pre-plot event. The Dansport hand out was 95% tulips with timings such that there was no need to plot on any of the competitive sections.

First off was a run round Chez Perez, the same route as used on the VK, new to Hugh but my second go at it, Steady start but it was obvious very quickly that it was going to be a slippery night.

The first half was mainly on 119 with three stand out moments – one ridiculous and the other two on the first serious competitive section. It

would appear that no matter how many times I whinge and whine about give ways and that 99% of NAMs will involve a GW Hugh seems incapable of stopping unless specifically told to – first NAM in and out of a car park – manned – reminded at the start of the section – did he stop – I'll let you guess! First regularity, 12 minutes worth finishing off with two or three kilometres of reasonably rough white (New Barn and Gotham Moor), I suffered from total brain fade at a junction on the map fold (costing us a minute) and then on the first bump on the first white we shed the rear bumper (only discovered when a marshal pointed it out and confirmed at petrol by the car following us).

Fairly standard stuff to petrol at Bamford in the Hope Valley, Youlgreave triangles, Monyash white, Chelmorton white, Brook Bottom white onto 110 for the Bagshawe Cavern white before dropping down into the Hope Valley. The first manned passage check on the Monyash white was interestingly positioned in an uphill bog, it was hard work for us running at 23 so it must have been a bit of a lottery for the latter crews. 11<sup>th</sup> o/a at petrol on 8:59 with the leader on 01:56.

Good old thrash over the Strines to start off the second half (much the same route as used on the Jackson Trophy) before dropping back down onto 119 for the last dropper through Middleton Quarry. The route into the quarry was the same as used on the Drystone and it took a bit of a shout to slow Hugh down as the track changed from fast farm track to waterfall with very little warning, car 25 was not so lucky causing a bit of a blockage as they discovered that head butting a bit of Derbyshire has only one winner.

Teething problems fixed, well the important ones to Hugh were – brakes were fine (once we'd burnt

off the residue left over from the Jackson – literally), engine ran fine – major one to be addressed for next time is a loose gear knob! However in the overall scheme of things I feel that doing something about the potti going out every time the car hits a bump may well benefit the team's overall performance - it is quite tricky reading the map when you can't see it! Perhaps I'm just being a bit selfish and picky.

We had a steady run round with no real dramas and ended up 11<sup>th</sup> o/a on 17:04 with the winners on 03:20. Fairly user friendly event, even though we dropped 17 minutes in total we were never more than 2 minutes into lateness.

### Beaver – 26<sup>th</sup> / 27<sup>th</sup> November

The 10<sup>th</sup> round of the ANCC, 9<sup>th</sup> round of the ANEMMC and 10<sup>th</sup> round of the EMAMC Championships, starting to the east of Hull and finishing to the west of Hull using maps 100, 101, 106 & 107 teamed up with Andy from Beverley & DMC in his Proton Coupe on his home club's event. Always a well put together event even being this year's Inter-Association event it was a shame to see only 30 cars line up at the Maple Garage start. There was much second guessing as to where the route would go but the organising team seemed to have done quite a good job of keeping the actual route a secret as most of the guesses were way out!

The Beaver is a good old fashioned plot & bash event, lots of 4 & 5 minute sections with straight forward navigation. Again the secret behind a good result is to avoid dropping time on the standard sections.

Another fairly drama free run although our night almost ended in tears on the very first section. The event kicked off with a regularity

starting from the garage forecourt and finishing on a white through Wood Hall. Approaching the intermediate control we were first distracted by a set of wheel tracks disappearing into the woods through a group of spectators and then mistook another group of spectators for the finish marshals. We did very well to miss a substantial tree on the driver's side only to discover we were now heading for an even more substantial concrete gate post - we were both braced for impact but it never came – neither of us know how but all we did was scatter the marshals!

The rest of the night went well, I had a better night on the maps only managing one minor c\*ck up when we came across a queue of cars at a triangle which distracted me enough to lose my place on the hand out. The event had two petrol halts and included a couple of tests (Sandsfield Quarry & Wetwang Quarry). A couple of dodgy clocks ensured that everyone dropped time on a couple of the regularities with the test times as a final tie breaker.

The first third ran north from Sproatley to Driffield (using maps 107 / 101 / 107), second third Driffield to Driffield (maps 107 / 101 / 100 / 101 / 107) and the third third Driffield to North Cave (map 106).

Only 30 entries but plenty of quality in the top 12 made up of the major players from the ANCC and EMAMC Championships. Results at first petrol had the leaders Phil Burton & Sam Collis on 6:25 with us 13<sup>th</sup> on 22:53.

Second petrol with Phil & Sam still leading on 7:00 and we'd moved up to 12<sup>th</sup> o/a on 18:37. This section included the only bit of pre-plot (hand out at STC25s delivered on arrival at NTC24) and for some unknown reason we were off the pace (can't remember a wrong slot) compared to our close rivals. There was now a significant gap developing between the top 10 and the rest. Final results had Phil & Sam as winners on 10:11 with us 13<sup>th</sup> o/a on 24:55.

The event was finished off with a substantial breakfast (best sausages of the year). Another user friendly event: 43 controls and never more than 6 minutes into lateness. Very well put together with the marshals yet again the stars, weather was very windy all night and very wet after second petrol.

## Preston – 3<sup>rd</sup> / 4<sup>th</sup> December

Out with Peter in his Nova for this one; unfortunately ending with an early bath. Things were going fine up to first petrol and then it all ended in tears on Berners Heath. I missed the first triangle and during the subsequent manoeuvres we were snaffled by a Nova Eater rut. Thanks to the white Rover (Chris Parmenter / Andy Merchant?) who tried to pull us out but we were well and truly stuck.

The dry weather and slight dubbing down of the event combined to give 29 finishers out of 50 starters although the penalties were a lot lower than in previous years.

Simon Harrison & Paul Bodset came out on top on 8:32. Other results of interest: Mark Banham & Jonathan Stimpson a very good 6<sup>th</sup> o/a on 21:46: Geoff Goodwin & Ian Graham 9<sup>th</sup> o/a: Rob Kitchen & James Savage 11<sup>th</sup> o/a: Paul Brunton & Nick Wale 23<sup>rd</sup> o/a after a trying night.

Unfortunately we didn't do enough of the event to give an overall view. From the bit we did my only observations were it was a lot shorter and the timings were a bit more user friendly.

## Review - 2011

A busy and varied year:

13 12 cars with Alan in his Peugeot.

15 Nat Bs: 6 with Andy in his Proton: 5 with Paul in his Proton: 2 with Hugh in his MG: 1 with Dave in his Suzuki: 1 with Peter in his Nova.

4 Championships: ANWCC 7<sup>th</sup> o/a (1<sup>st</sup> Class 2 & 2<sup>nd</sup> over 45s): ANCC 7<sup>th</sup> o/a: ANEMMC 4<sup>th</sup> o/a: EMAMC 6<sup>th</sup> o/a (Peak Trophy 9<sup>th</sup> o/a).

Best result: 5<sup>th</sup> o/a with Dave on the Morecambe Rally.

Best event: Lonsdale Belt run by Kirkby Lonsdale MC.

Personal highlight: finally winning a KLDMC 12 Car



## Waveney Mushrooms 12 Car

Another full entry of competitors and a very merry band of marshals gathered at the sweet smelling HQ

of Waveney Mushrooms in Flixton eager to see what the new organising team of David and

Robert had to offer. We don't often venture over the border so some new roads were sure to be on the

## Percy

menu.

Again running at car 1 David told us which way to go out of the gate saving us the embarrassment of a public wrong slot leaving the start control (Ian & Clare). A longish run to the first junction gave me time to decipher the first hand out (strung together junction depart directions with a LWT at the 9<sup>th</sup> junction) but I still managed my first wrong slot of the night in St Cross South Elmhall as I concentrated a bit too much on counting junctions rather than telling Alan where to go. Not too much damage as we arrived at TC2 (Bernie & Trevor) penalty free.

Junction instructions to TC3 (Neil & Marie), no problem so off we went, oops better do something about plotting the LWT so we pulled up next to Christine on her DSO duties, this delay plus my inability to read the Finals (procedure at a manned PC - Stuart) cost us a minute at TC3 (south of Misery Corner – bit of a clue here as to how my evening was going to end)

Grid Lines and Spot Heights strung together and another LWT reference to take us to TC4 (Simon & Dick). This section was to play a crucial part in the final results as it included a hard to spot board. Again no problems and we were back onto our scheduled minute.

Super duper I thought as a circular herringbone and two LWT references to take us to TC5 (Julian & Danny) popped out of the envelope. Parked up at the first junction to plot and there was the first LWT – no need to plot that one. Fortunately David had included a spot height to help with the bone and all it cost us was another minute at TC5.

Things were going well, too well perhaps but we were on a roll! Time penalties at TC5 showed

Chris & David clean, Mark & Jonathan on 1, us on 2, Ian & Peter, Paul & Nick and Dale & Andrew on 3, Rob & Amy on 4, John & Ian and Rob & Aaron on 5, Ant & Garth on 9, newcomers Simon & Roger on 24 and Geoff & Dan on 25.

Junction road colours and three LWT references to TC7 (Mike) via TC6 (Damian) and my world went pear shaped. It all started with the roundabout at Redenhall where I 'lost' a yellow leaving me with an 'extra' yellow at the end of the first string requiring a hunt for a nonexistent cross roads! All these distractions cost us 3 minutes at TC6 but I wasn't finished yet! No idea why but I sent Alan off on the worst type of wrong slot – the one where the navigator thinks he's on the correct route. That'll be another 3 minutes at TC7! Oh, and I hadn't quite finished.

Grid Squares to TC8 (Tony & Freddy) and a bit of sanity returned with no penalties. Passed Ian & Peter on this section, then pulled over to let Mark & Jonathan through followed by Ian & Peter, Ian & Peter then waved us through to let us show them the way on the whites through Thorpe Hall and Julian's Corner coming out at the Cemetery south of Metfield.

David had promised a couple of plot & bash sections for the Novices (mainly to give us oldies a look in) and judging by the number of cars travelling in all directions I wouldn't have needed the Finals to let me know that this was one of them. Grid Lines strung together to TC9 (Neil & Chris). It didn't take me too long to spot that the numbers read right to left but I did miss the LWT reference. Let's just say that I had managed a reasonable wrong slot towards Bush Wood before I spotted the LWT on the second junction approximately 500m after TC8. This all became quite messy very rapidly as to make matters worse I didn't know where we were – not

good news. Fortunately Alan was able to back track towards the control and I regained a little control at the LWT. All this faffing around cost us another 2 minutes.

My self inflicted night of misery was just about to peak! Neutral section through St James South Elmhall to TC10 (Leighen) followed by a cracking finale via a manned PC (Stuart) to TC11 (Bernie & Trevor) finishing off with a blast over the whites through Upland Fm, Shadowbarn Fm and Heavyland Wood. Unfortunately the hand out for this section was map reference vias and I'm pretty poor at plotting references. Once I get a reference into my head (even when I've mis-read it and I can't get it to plot) no amount of re-reading will correct the original error. I mis-read the sixth reference (33008655SSW instead of 33308655SSW) and the resulting fail for the missed loop round Shadowbarn Fm was the icing on my cake. Not a very impressive night in the office! Perhaps it's time I had a run with the Novices.

Another 10/10 for a first attempt, everything about the event was first class

The results showed a well deserved first victory for Rob & Amy. In fact the results make quite interesting reading. Rob & Amy first on 5 minutes, Rob & Aaron 2<sup>nd</sup> on 6 minutes and first in class, Ian & Peter 3<sup>rd</sup> on 7 minutes and first in class, Ant & Garth 4<sup>th</sup> on 25 minutes and first in class, Mark & Jonathan 5<sup>th</sup> on 1 fail (missed hard to spot board on the third section) and 1 minute and first in class. One of the pointers to a well put together event is the spread of classes in the top positions.

Alan & Percy  
Car 1





Miscellaneous

**TOWNCROSS ENGINEERING  
SOUTH DOWNS STAGES  
IN ASSOCIATION WITH  
Highbury College**





**GOODWOOD MOTOR RACING CIRCUIT  
SATURDAY, 11<sup>TH</sup> FEBRUARY 2012**

**A round of the Hamilton Classic ACSMC Tarmac Rally Championship  
and the Corbeau Seats UK ASEMC Rally Championship and again  
featuring stages in the dark.**

**Entry fee - just £189  
Same as last year but with more mileage this year**

Regs available from Mark Collings:  
Tel: 07824 634424  
e-mail [markcollings205@hotmail.com](mailto:markcollings205@hotmail.com)  
or via the event website at  
**[WWW.SOUTHDOWNSTAGES.CO.UK](http://WWW.SOUTHDOWNSTAGES.CO.UK)**

Offers of help to marshal will be gratefully received. Please contact Chief Marshal  
Eddie Gale on 07752 886944 or e-mail [edwardcgale@btinternet.com](mailto:edwardcgale@btinternet.com)

Live updates for spectators/service crews on  @SouthDownsRally  
 [facebook.com/SouthDownsStages](https://facebook.com/SouthDownsStages)



The Association of Eastern Motor Clubs  
in conjunction with Volunteers in Motorsport and Go Motorsport  
is pleased to announce a

## **RALLY MARSHALS' TRAINING DAY**

on

**Saturday 4<sup>th</sup> February 2012**

at

**Cambridge Regional College**

Training will be by MSA licenced training instructors with separate sessions for new marshals, experienced stage marshals, radio operators, timing marshals and senior stage officials.

Signing-on at 09:00 for a prompt start. The training will end by 16:00, thus allowing an easy return home.

Please apply via the online application form at <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=cambridge> which will ensure we have all necessary details. If this is impossible then please phone Vernon on (020) 8768 5507.

Early application is requested so that we know how many are coming and which training streams are required so that we can cater accordingly.

Remember that to retain your Marshalling Grading you should receive formal, accredited training at least every other year.

