

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

February 2012



London To Cape Town

Events in February

**Thursday
16th February**

Natter & Noggin

Ugly Bug Inn

**Contact
Howard Joynt**

**Friday
24th February**

**Canada Garage Motorsport
12 Car**

North Walsham

**Contact
Mark Annison**

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Included with this edition:

12 Car Round 5 Regs & Entry Form

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Mike Lambert
Andrew Lawson
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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 16th February** for the next Natter & Noggin

Diary Dates

Wednesday 1st February
Management Meeting at the Ugly Bug Inn, Colton

Thursday 16th February
Club night at the Ugly Bug Inn, Colton

Friday 24th February
12 Car Round 5
Canada Garage Motorsport

Monday 27th February
Auction & Quiz at the Salhouse Bell

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

Friday 9th March
March Hare

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

Friday 30th March
12 Car Round 6
Lyng Garage

Wednesday 4th April
Management Meeting at the Ugly Bug Inn, Colton

Thursday 19th April
Club night at the Ugly Bug Inn, Colton

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Lynne Wellbelove or David Bell.

Saturday 4th February
AEMC Rally Marshals' Training Day

Saturday 11th February
Towncross Engineering South Downs Stages

Saturday 18th February
The Xpart Rally

Friday 24th February
12 Car Round 5
Canada Garage Motorsport

Friday 9th March
March Hare

Sunday 11th March
Motex Honington Gymkhana

Friday 30th March
12 Car Round 6
Lyng Garage

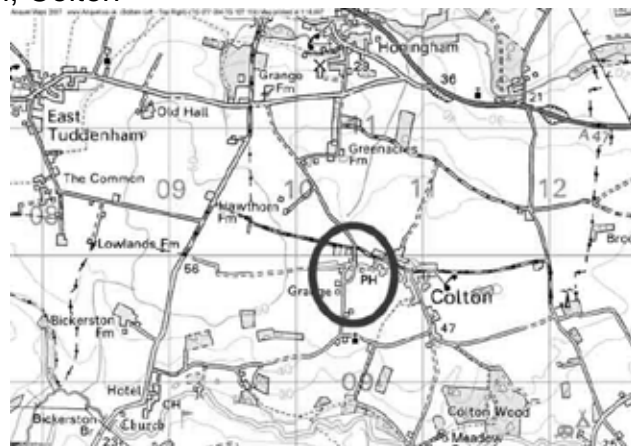
Canada Garage Motorsport 12 Car

Friday 24th February

Round 5 of the 2011 / 2012
12 Car Championship

Canada Garage Motorsport
North Walsham

Ugly Bug Inn, Colton



2012 Dates	Event	Champ.	Contact(s)
Monday 2 nd January	New Year Treasure Hunt & Scatter	Clubmans	Howard Joynt & Bernie Fox
Thursday 19 ^h January	Club night		
?	Production Car Autotest	Clubmans	John Peterson
Friday 27 th January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 th February	Club night		
Friday 24 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 9 th March	March Hare		Ian Doble
Thursday 15 th March	Club night		
Friday 30 th March	12 Car	12 Car	Chris More
Thursday 19 th April	Club night		
?	Broads Explorer Classic Scatter		Howard Joynt
Sunday 29 th April	Autosolo	Clubmans	
Thursday 17 th May	AGM		David Leckie
Tuesday 24 th May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 14 th June	Production Car Autotest	Clubmans	Ian & Gill Doble
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 8 th July	Autosolo	Clubmans	
Thursday 19 th July	Club night		
Thursday 16 ^h August	Club night		
Sunday 19 th August	Navigational Scatter	Clubmans	
Thursday 20 th September	Club night		
Friday 28 th September	12 Car	12 Car	
Thursday 18 th October	Club night		
Friday 26 th October	12 Car	12 Car	
Sunday 4 th November	Production Car Trial	Clubmans	
Thursday 15 th November	Club night		
Friday 30 th November	12 Car	12 Car	
Thursday 20 th December	Club night		

www.sccon.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Chairman wants to see the light

Driving Manners

I have noticed recently that drivers are neglecting their cars, which can easily be weapons of destruction. Have you seen the cars coming towards you with a headlight out or even two, I have seen someone driving their car on full beam because when they dipped the beam it went onto side lights. The drivers who have a headlight out and the sidelight on the same side must be a bit stupid as the car almost become invisible on country roads.

It was quite interesting on Monday night I saw a police car with a headlight out so it cannot be that important.

Christine has resorted to driving with lights on most of the time as our local drivers cannot see a bright blue car coming towards and keep pulling out in front of her almost causing an accident, and she does not want another car as a mascot on the bonnet.

By now you are asking why is he running on about this!! Well I just feel like a moan it is that time of the year.

The past

The Date Sunday 22nd January.

The place --Brands Hatch.

The team, Martin, Christine, Philip, Suzanne Newson, Howard Joynt— Marshalling

Competing, Barry Sawyer (as a navigator finished 23rd overall) and Peter Skillen (as a navigator retired while 3rd overall with a loose diff).

I did not dare tell Christine what time I would be taking her early (very early) coffee into the bedroom, put it like this I got up at 4.45 that is really to early even for me.

I had just turned the light on in the lounge and then there was a knock at the door Howard was there on time we were just running a few minutes late. The van was already loaded with Christine's kitchen so the only thing left to load was the family + one; we were on the road by 5.30.

A nice quite drive to Brands only took around 2+ hours with very little traffic the M25 was deserted for a change.

We arrived at signing on at the required time to join the long queue which took us 30 minutes to complete (and we had sent in the completed forms). As we approached the desk we heard someone saying he was on junction 16 so as normal we joined in saying how you do not want to be marshalling on junction 16 we all laughed, then signed in to find we were in charge on junction 16.

Oops!

We drove around the outside of the circuit to the medical centre where we parked the cars and van. This was a good position after

all; everything was here warm toilets, good viewing and Christine's kitchen (a marshal's hut). It must have been at least 4-5 minutes before the kettle was on and another 10 minutes before the first of the bacon rolls was produced, and this was the pattern for the rest of the day. As the stages started we were joined by our club President Pat Ward.

There was only one point early in the day when two or three of us were nearly killed trying to reassemble the split/merge area near us, with traffic coming at us from two directions and they would not stop or pause the stage for two minutes, next time we will leave it. It was quite a good day made better by good weather again.

The future.

You will see elsewhere in this newsletter that we are getting together with Eastern Counties Motor Club and West Suffolk Motor Club to run and promote a series of Autosolo type of event.

Six rounds and up to five events to count towards the overall score.

There will be awards for overall winners and possibly class awards.

The first round will be run by us on April 29th; all details will follow next month.

Marshals Post

David Bell

Upcoming club events – Canada Garage Motorsport 12 Car, March Hare 12 Car, Lyng Garage 12 Car

Other clubs:

The Bruce Robinson Road Rally on Saturday 11th & Sunday 12th February based around Lincoln organised by Lincoln Motor Cycle & Car Club

The Xpart Rally on Saturday 18th February based at Bury St Edmunds organised by Chelmsford Motor Club

Motex Honington Gymkhana on Sunday 11th March at RAF Honington (near Bury St Edmunds) organised by Chelmsford Motor Club

Flying Fortress Stages Rally on Sunday 18th March at Boughton House Estate (near Kettering) organised by Dukeries Motor Club

Cadman Construction Honington Stages on Sunday 22nd April at RAF Honington (near Bury St Edmunds) organised by Chelmsford 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.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)

Club members may also be interested in The Flying Scotsman 2012, a Vintage Reliability Trial organised by Vintage Motor Car. This year it is starting from Duxford and will be passing through Norfolk on the afternoon of Friday 20th April, marshals and spectators welcome. More information will be found on the website www.endurorally.com/fscot2012.



London to Cape Town – Jane Edgington & Gillian Cotton – 8th o/a



Congratulations to Rob and Richard

Comments 'borrowed' from the ERA site:

"I got a new Jeep with a big V8 and put on Baja desert racing suspension and drove it half way round the world down the full length of Africa ...I've just been well and truly beaten by two birds in an old Maestro" - **Marc Buchanan, Jeep Wrangler**

"...amazing place, Namibia. When you have driven hour after hour and not seen a soul, you come to realise nobody lives here." - **Owen Turner MG ZR**

"I planned to drive back up through Africa ...but the bloody differential broke turning into the Cape Town hotel car park." - **Max Stephenson, Vintage Vauxhall.**

"My car is the cheapest on the rally ...£3,000 from eBay," - **Steve Blunt, Subaru non-turbo, 1st overall.**

"We beat most of the Toyotas - that's British engineering for you," - **David Tomlin, Land Rover**

"When I put my entry in all the front pages showed Egypt in flames ...I knew this event simply had to happen ...it's been truly amazing." - **Andy Actman, Toyota Hilux, 2nd overall.**

"It's hard trying to get a month off work, and a month away from the family ...yes, a bit selfish, but life is short." - **Steve Blunt, Subaru**

"Everyone wants to go back to Ethiopia ...nobody will ever forget the sight and sounds of the thousands who stood by the roadside in those villages to cheer us on our way." - **Eric Claeys, Toyota 73**

"The hardest thing we have ever done in our lives. Gutwrenchingly hard. But truly amazing." - **Matt Fowle, MG ZR**

"when I broke down terminally on the Peking to Paris, I was 1,500 kilometres from the finish. When I broke down the other day, it was again the end for us. We were exactly 1,500 kilometres from Cape Town." - **Jeff Robinson, Mercedes 280E**

"...yes, when you are stranded by the roadside with a broken front hub, and everyone is now in the next country, you know what disappointment and real loneliness feels like, only one way out if that ...get going and play catch-up." - **Mike Dawson, Ford Escort, winner of the True Grit trophy**

"Andy Actman stopped in Egypt to tow us out of the sand... pretty decent of him really, when you consider he would be collecting the winners trophy tonight if only he had just driven on past." - **Owen Turner, MG ZR**



Awards

London to Cape Town Rally - 1st to 29th January 2012

Overall Awards

	No	Driver	Navigator	Car	Class	
1	23	Steve Blunt	Bob Duck	Subaru Impreza	1	E
2	14	Andy Actman	Andy Elcomb	Toyota Hilux	2	E
3	45	Joost Van Cauwenberge	Jacques Castelein	Porsche 911	1	D

Cars up to 1400cc

	No	Driver	Navigator	Car	Class	Overall
1	39	Tim Wheatley	Dominic Manser	MG ZR	1	29

Cars up to 1600cc

	No	Driver	Navigator	Car	Class	Overall
1	33	Owen Turner	Matthew Fowle	MG ZR	1	5

Classic Cars Pre 1980 up to 2

	No	Driver	Navigator	Car	Class	Overall
1	35	Alastair Caldwell	Hayden Burvill	Porsche 912	1	6
2	1	Richard Atherton	Rob Henchoz	Volvo 144	2	9
3	41	Guy Chriqui	Philippe Thiolat	Peugeot 504	3	15

Classic Cars Pre 1980 over 2

	No	Driver	Navigator	Car	Class	Overall
1	10	Mark Pickering	Dave Boddy	Datsun P510	2	12
2	5	Greg Newton	Sam Newton	Holden Commodore	3	17
3	28	Grant Tromans	Simon Russell	Datsun 240Z	4	21

Class 4 x 4 vehicles over 1600cc

	No	Driver	Navigator	Car	Class	Overall
1	26	David Tomlin	Nicholas Adcock	Land Rover Defender TD	3	4
2	47	Patrick Beckers	Egfried Depoorter	Toyota Landcruiser 80	4	7
3	48	Eric Claey	Ben Deleye	Toyota 73	5	10



London to Cape Town Rally - 1st to 29th January 2012

Overall Results at the finish: Cape Town - TC29.8

Pos	Car	Time	Class	Driver	Navigator	Year	Car	CC
1	23	1h 26m 16	1 E	Steve Blunt	GB Bob Duck	GB 2006	Subaru Impreza	1994
2	14	1h 26m 54	2 E	Andy Adman	GB Andy Elcomb	GB 2010	Toyota Hilux	3000
3	45	2h 57m 11	1 D	Joost Van Cauwenberge	B Jacques Castelein	B 1973	Porsche 911	3000
4	26	3h 42m 53	3 E	David Tomlin	GB Nicholas Adcock	GB 2003	Land Rover Defender TD5	2495
5	33	3h 57m 49	1 B	Owen Turner	GB Matthew Fowle	GB 2002	MG ZR	1589
6	35	4h 07m 51	1 C	Alastair Caldwell	GB Hayden Burvill	AUS 1968	Porsche 912	2000
7	47	4h 20m 06	4 E	Patrick Beckers	B Egfried Depoiter	B 1992	Toyota Landcruiser 80	4200
8	15	5h 11m 13	2 B	Jane Edgington	GB Gillian Cotton	GB 1986	MG Maestro	1598
9	1	5h 26m 56	2 C	Richard Atherton	GB Rob Henchoz	GB 1970	Volvo 144	1998
10	46	7h 18m 26	5 E	Eric Claeys	B Ben Deleze	B 1999	Toyota 73	4200
11	18	7h 24m 45	6 E	Rod Taylor	GB Ian Morgan	GB 2010	Toyota Hilux	2982
12	10	7h 25m 53	2 D	Mark Pickering	AUS Dave Boddy	AUS 1970	Datsun P510	2416
13	3	8h 09m 39	7 E	Arnold Meier	CH Paul Waser	CH 2005	Toyota Landcruiser	4000
14	19	9h 06m 46	8 E	Stuart Rhys-Williams	GB Colin McConnell	GB 1994	Nissan Patrol	4169
15	41	11h 31m 10	3 C	Guy Chriqui	F Philippe Thiolat	F 1972	Peugeot 504	1971
16	2	11h 40m 54	9 E	Robert Belcher	GB Stephen Cooper	GB 2002	BMW X5	4600
17	5	11h 54m 53	3 D	Greg Newton	AUS Sam Newton	AUS 1980	Holden Commodore	3300
18	37	13h 23m 00	4 C	John Bayliss	GB Paul Carter	GB 1971	Volvo 144DL	1998
19	36	13h 23m 09	5 C	Pierre-Yves Maisonneuve	F Henri Minard	F 1986	Peugeot 505	1971
20	8	13h 46m 56	6 C	David Spurling	GB Nigel Gray	GB 1979	Peugeot 504	1971
21	28	14h 21m 40	4 D	Grant Tromans	GB Simon Russell	GB 1973	Datsun 240Z	2393
22	46	14h 45m 52	10 E	Rene Declercq	B Francis Tuthill	GB 2010	Toyota Hilux	3000
23	42	15h 06m 49	7 C	Jean-Louis Juchault	F Thibault de Wazieres	F 1973	Peugeot 504	1900
24	16	16h 27m 04	11 E	Balz Herli	CH Luciano Rauseo	CH 2011	Jeep Wrangler	3778
25	30	16h 30m 57	12 E	Maic Buchanan	USA Charles Green	USA 2011	Jeep Wrangler	3778
26	25	17h 51m 05	13 E	Lloyd Reddington	CAN Treacy Reddington	CAN 1990	Toyota 4 Runner	2959
27	21	19h 18m 31	3 B	Paul Unwin	GB Diane Unwin	GB 2003	MG ZR	1588
28	24	19h 44m 27	4 B	Rachel Vestey	AUS Suzy Haney	GB 2005	MG ZR	1600
29	7	1d 1h 19m 46	8 C	Ben Dawson	GB Mike Dawson	GB 1975	Ford Escort Mk2	1600
30	39	1d 3h 25m 35	1 A	Tim Wheatley	GB Dominic Manser	GB 2007	MG ZR	1400
31	40	1d 3h 48m 06	5 D	Ralf Weiss	D Kurt Schneiders	D 1980	Mercedes Benz 230E	2276
32	11	1d 9h 38m 29	6 D	James Stephenson	AUS Max Stephenson	AUS 1923	Vauxhall OD 2360	4200
33	31	1d 12h 17m 42	9 C	Patrick Sommer	D Christine Sommer	B 1966	Volkswagen Karmann Ghia	1995
34	20	1d 15h 17m 47	7 D	Owain Lloyd	GB Peter Scott	GB 1978	Mercedes 280 Coupe	2746
35	17	1d 18h 05m 48	8 D	Renger Gulker	NL Pim't Hart	NL 1985	BMW M535i	3406
36	4	1d 18h 54m 30	10 C	Jean-Pierre Derriere	CH Mireille Derriere	CH 1977	Peugeot 504	1970
37	27	1d 19h 28m 57	9 D	Jeff Robinson	AUS Sam Robinson	AUS 1978	Mercedes 280E	2800
38	43	1d 20h 52m 11	2 A	Maik Munne	NL Ben Munne	NL 1989	Peugeot 205 Rallye	1294
39	34	2d 1h 00m 55	11 C	Martin Aldering	NL Josephina Freriks Aldering	NL 1964	Volvo PV544C	1778
40	44	2d 5h 40m 14	12 C	Dave Gough	GB Richard Phillipson	GB 1972	Peugeot 504	1971
41	38	2d 23h 11m 03	10 D	Alex Thistlethwaite	GB David Hiscox	GB 1972	Datsun 240Z	2400

Classes

A - Cars up to 1400cc B - Cars up to 1600cc
 C - Classic Cars Pre 1980 up to 2 Ltr D - Classic Cars Pre 1980 over 2Ltr E - 4 x 4 vehicles over 1600cc

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2011 Rally Report from Team Smith

After our second overall on the Tempest 2 Rally in November 2010 – the first event with fuel injection and the capacity increased to 2.4 litres in the normally aspirated Cosworth YB engine in the Escort, we were looking forward to more rallies in 2011. However, we did have a number of teething problems during this event and they proved troublesome to sort out. The persistent water loss when driven hard was the most annoying. It was suspected that the water pump was running too fast, cavitating at high speed causing the water flow to stop and allowing the water to boil in the cylinder block. Scholar sourced a larger water pump pulley but this only slightly improved matters. As the engine runs without a thermostat, I then tried a number of different size restrictors in the thermostat housing to restrict the water flow and hence reduce the suspected cavitation in the water pump. Again, this only slightly reduced the water loss. Finally, I reluctantly tried higher pressure radiator caps which did make a small improvement, but I was concerned that this increased the chance of leaks from the cooling system. The problem with all this trial and error was that they all required a brisk drive along the country lanes south of Norwich to put the engine under load at high rpm. At times this just seemed to be wearing out the car unnecessarily, and on two occasions it broke down during these test runs. The first problem was the drop rod in the throttle linkage to the throttle bodies spindle sheared – but I managed to bodge the last remaining thread onto the upper ball joint to get back home. The second problem was when one of the wires to number two fuel injector broke and it dropped onto three cylinders. Again, I managed to limp home without calling out the AA. As the

next event - the Dukeries in June got closer I still hadn't stopped the water loss. A final attempt at slowing down the water pump even further by having much smaller pulleys made for the crankshaft and alternator again reduced the water loss but did not stop it completely, so we just had to accept that we would need to check the radiator level after every stage.

Due to the upcoming changes in the MSA regulations, I had to fit new FIA approved seats at the end of 2011 – to replace my 15 year old base mounted steel framed Cobra seats. As I had some time to spare before the Dukeries, I ordered a pair of Cobra Kevlar Suzuka Pro seats and alloy FIA side mounts at the end of March. I could not bring myself to buy new fibreglass ones as I do not consider this to be a suitable material of construction for something as important as seats – and to fit seats which could be weaker than my old ones did not seem a good idea. I had suspected the installation job would be challenging and it was. To get the OS seat low enough to avoid hitting my crash helmet on the roll cage I had to completely redesign and remake the exhaust tunnel welded in the floor. For the NS seat I had to relocate all the pipes and cables attached to the side of the tunnel. I eventually finished at 1.00am in the morning before taking the car to the SCCON Wheels vs Wings 60 years celebration at Kimberley Hall on May Bank Holiday Monday. I couldn't cancel this at the last moment as they would have had a gap for the car representing 1976.

Final preparations for the Dukeries in early June seemed to be going OK until we joined a long tailback on the A1 south of Newark on the Friday afternoon. An hour lost and

an eventual detour to Southwell racecourse via the lanes south of Newark put us to the back of a very long queue for noise test and scrutineering. We eventually got through scrutineering and signed on OK but the delay on the A1 made us much later to the Travelodge at Worksop than we had planned.

Saturday morning did not start as well as it could have done. We had wanted to unload the trailer and set up the shelter in the service area at Thoresby Park at about 7.30 am, and then drive the rally car to the start at Southwell racecourse. However, the organisers had stated that the service area would not be open this early in the morning, so we unloaded outside the Travelodge and then drove down in convoy to the service area – to then discover many crews already set up there – as the gates had been unlocked much earlier than official 8.00 am opening time.

We made our way down to the racecourse, started the event at about 9.00am and every thing seemed OK with the car as we drove to the first stage. Unfortunately, that was the best the car went all day. I dropped the clutch on the start line of the first stage and couldn't understand why we were not accelerating hard on the first downhill section. We limped through the stage with the engine feeling and sounding very rough and not pulling well. We stopped on the road section to SS2 and I prodded and pulled various wires under the bonnet and changed the plugs – but with no improvement. I also tried running on the standby fuel pump but this also had no effect. We got through SS2 but it was obviously not going right and was immensely frustrating to drive. We continued through SS3 and SS4 and returned to service. I changed the

coil unit and plug leads but there was no improvement on the road section to SS5 so we decide to return to service and retire to avoid inflicting any more damage on the engine.

A call to Scholar on the Monday after the Dukeries and I was on my way down the A140 with the car on the trailer on the Tuesday. Many hours of investigation and head scratching at Scholar including compression testing, removing the cam cover to check for cam, valve spring or valve issues and removing the fuel injectors to check for problems finally traced the fault to another virtually broken wire in the wiring loom, this time to number one fuel injector. A quick temporary fix with a spare injector wiring plug (that I had in the car on the Dukeries and I could have fitted that if I had known what the problem was) and the engine was running on all four cylinders again.

As this was the third problem with the wiring loom, Alan at Scholar agreed that it was not up to the job and agreed to provide a replacement wiring loom from his regular supplier. It was unfortunate that his regular supplier was unavailable when he needed my original loom and he had used an alternative company (who he has not used again since). As the engine had done approximately 20 miles on three cylinders we also agreed to remove the cylinder head to check inside as a precaution.

The following weekend I removed the engine, gearbox and ECU wiring loom and took the engine down to Scholar the following Monday. As I had also had problems engaging third gear when the gearbox was hot and the input shaft seal had been leaking oil onto the clutch I also sent the gearbox back to Quaife for another rebuild.

At that point all work on the car

halted – as Sylvia and I were married on the first Saturday in July and then enjoyed 10 days away in Alderney and Guernsey on honeymoon.

At the end of July, work recommenced to put the car back together while Scholar worked on the engine. Although all the major components looked OK and just needed cleaning up, Scholar suspected that the head gasket may have been blowing slightly on one cylinder and skimmed the head as a precaution. They also replaced the rear crank oil seal as this had been leaking badly, replaced the clutch plate as it was covered in gearbox oil and replaced the starter ring gear as the teeth were burred.

While Scholar worked on the engine, I worked through the normal tasks on the car after each event:- remove and dismantle front struts and brakes to check inserts, bearings and bushes, replace strut gaiters, replace strut top mount bearings and reassemble struts. I had also noticed that the rear pads were not wearing evenly which I suspected was due to a problem with the sliding calliper brackets. It was most amusing ordering a new pair of 1986 XR3i front calliper brackets from Busseys – the Ford dealer in Norwich as the conversation started with “I need some rear calliper brackets for a 1976 Mk 2 Escort”

Once the engine and gearbox were back in the car I then remembered another job I should have asked Quaife to do. During service on the Dukeries we had noticed that the output bearing on the gearbox was getting worn – but in the rush to try and sort out the misfire I had forgotten about it. I had bought another propshaft as the one on the car was getting old and I had sold the spare to another competitor on the Dukeries. As I fitted the new propshaft I then remembered about the output bearing. Rather than remove the engine and

gearbox again I made a couple of tools to extract and replace the bearing and seal in situ.

Since part way through the Tempest last year the engine had not idled as well as it did initially and would also pop and bang on the overrun. When removing the engine I had discovered that part of the inlet manifold gasket had been sucked in – so the new gasket was fitted with silicone sealant to hold it in place.

Fitting the replacement wiring loom was not straight forward as we had simplified the operation of the fuel pumps by removing relays from the ECU loom – but this then required significant rewiring to the fuel pump relays in the car.

Finally, at the end of September the car was back on the road, sounding much crisper than before and going well. The popping and banging on overrun had gone and most importantly the water was staying in the radiator. I can only guess that the problem was partly due to water pump cavitation and partly due to a head gasket problem – with the head gasket problem possibly being caused by the loss of water circulation, hence even though I reduced the cavitation problem after the Tempest the damage was already done. I then had a minor problem with the brake balance being too far to the rear as the rear brakes were now working better than before. This was cured by fitting a new set of front pads, albeit of the same Mintex F4R compound as before.

We were looking forward to the Tempest on November 5th and all seemed well until the weekend before the event when I was going through my final checks. I discovered that one of the two throttle cables was frayed above the pedal and the throttle seemed very stiff. No problem – I keep a spare pair of cables in the van so these were soon fitted on the Saturday evening. However, I then

found that the throttle pedal was now so stiff it could barely be pushed fully down. After much swapping of inner and outer cables it appeared that the new cables would work OK if they were held out straight – but they would not work if bent around the two sweeping curves necessary to connect from the bulkhead to the linkage above the throttle bodies. I then discovered that the new 6mm rod end bearings at each end of the drop rod of the throttle linkage (that I had made earlier in the year when the old one broke) were now very tight and were making the throttle operation very stiff.

On Monday morning I ordered two pairs of different types of throttle cables – in the hope that one pair would work freely around the required bends in the engine bay. After a long evening in the garage on Tuesday I found that, as you would expect, the cables which worked best were the ones with completely different ends and attachments to the original items. After another evening in the garage on Wednesday modifying the throttle pedal and bulkhead I finally conceded defeat and we cancelled our entry for the Tempest. I realised that I did not have enough time to sort out the throttle issue properly and to road test the modified arrangement prior to loading the car onto the trailer on Thursday evening ready to drive down to Aldershot on Friday. I also remembered the two previous occasions during my motorsport career when I had the throttle jam fully open: the first was on Ranelagh Road car park during the Felixstowe Autotests when a stone lodged in the linkage and the second was on West Raynham airfield during the 1992 Tour of Norfolk stages rally when an internal return spring in the Weber carbs broke and jammed them full open. On both occasions I managed to reach the ignition switch in time to prevent over revving the engine and having an accident and had managed to

complete both events. However, it was certainly not something I wanted to happen again.

Fortunately, during October we had also entered the Premier Rally on 20th November, with the plan that we would do the event if the car survived the Tempest OK. As it turned out, it was the right decision to enter early as they received a capacity 60 car entry with several reserves. I finally sorted out the throttle linkage the following weekend and after a successful road test we made final plans for the trip to Nottinghamshire. After this event was cancelled last year due to a lack of entries the organisers had changed the format of the rally to a single venue event all in Clipstone Forest. Initially it was planned to have the noise test and scrutineering all on the Sunday morning of the event, but the final instructions included the option of doing this on the Saturday afternoon so we left in good time on the Saturday and got through this with no problems. To celebrate 12 months to the day that I proposed to Sylvia we decided to stay somewhere a little more bit special than the usual Travelodge in Worksop and we stayed at the Clumber Park Hotel in Sherwood Forest. After a pleasant meal and overnight stay we left the hotel at 6.45 am on the Sunday morning to be greeted with thick fog. The drive into the forest was slow and we hoped that it would lift before the event started at 9.30.

The organisers had arranged for the service area to be along a two lane tarmac road in the forest, which was only accessed in one direction via the stage, so no access would be permitted during the day. With signing on and documentation based at one end of the road and noise test and scrutineering at the other end, when 60 cars plus associated vans, trailers and support vehicles arrived together it was mayhem

with the whole service area at a standstill for the first $\frac{3}{4}$ hour and tempers were starting to get frayed. Eventually we found a space – albeit quite muddy and narrow, unloaded and set up the shelter. We were glad we had scrutineered the afternoon before as the time before our due start time just disappeared.

Thankfully, the fog had lifted enough by 9.30 not to cause a problem. Of the capacity entry there were 12 cars in the historic section that started first, followed by 48 modern cars of which we were poorly seeded at car 31. At least we were seeded immediately behind an Impreza at car 30 so we hoped we would not be held up. How wrong was that assumption – we caught him after only about 3 miles of SS1. At least he did let us pass halfway down a long straight but it did cost us time. By the time we left the finish line of this first 6 mile stage he had still not come into sight – we really couldn't understand how the organisers had done their seeding. A look at the results and we were 12th fastest overall, 1st in class, 2nd 2WD car and we had been quicker than nine of the turbo four wheel drive class 5 cars.

A quick check over the car in the 45 minute service halt and we were back to the repeat of the first stage for SS2. A time 11 seconds faster and we were still leading class four. It was great to finally have the car running well after all the problems during the year.

It was difficult to know how much to do to the car in the service halts after each stage so we only removed the wheels and checked underneath after each pair of stages. The car was still looking OK – the only minor issue being one of the two external return springs on the throttle body spindles had broken.

The layout was changed for SS3 and we were still going well. Having not driven properly on the

loose since last years Tempest, it takes a bit of time to get the braking points right and it was improving with every stage. Parts of SS4 were starting to cut up quite badly but I thought we had gone quicker than on SS3 – for Sylvia to then tell me were 3 seconds slower than the first attempt. However, we were still leading class four and 13th overall.

We had started the day on part worn rear tyres from the Dukeries earlier in the year, so after SS4 we changed them to some better part worn ones for the last two stages. We also fitted the spotlights as it was anticipated that at least the last stage would be run in the dark.

Unlike the earlier 6 mile stages, SS5 and 6 were only 4 miles long so could be run at 30 second intervals. Fortunately we lined up at the start of SS5 behind car 29 - an Impreza that was 14 seconds ahead of us after SS4 so we knew he shouldn't hold us up. Another clean run and we remained 1st in class, 13th overall.

However, as we were running at 30 second intervals, every two cars had the same due time at the SS6 arrival control. As car 29 had obviously been held up by the car in front of him, number 27 – a RWD Mk3 Escort, he managed to get in front of him for SS6. A look at the results and we could see that we were 28 seconds quicker than car 27 on SS5 so I had a quick chat with the driver and we also negotiated a move in front of him in the queue for the final stage. It was getting dark as we started SS6 and I don't particularly enjoy the forests by spotlights but we had another good stage and we almost caught the class four BMW in front of us by the stage finish.

We returned to the service area and dismantled the shelter, packed everything back in the van and loaded the car on the trailer in the dark. By the time we got to the rally HQ the awards presentation was over but we were pleased to see that we had finished 1st in class four and 13th overall and had finished in front of two Imprezas and one Mitsubishi Evo.

As the secretary of the meeting handed over our class awards he also apologised for our poor seeding – and promised that we would be seeded better on the Dukeries in 2012.

It was a most enjoyable event and a great end to a difficult year of rallying. Sylvia and I must thank Mum and Dad for all their help during the weekend – I guess we probably had the oldest service crew on the event.

Regardless of any other work the car needs before the next event, I now have to remove the fibreglass doors and replace them with original steel doors to comply with the new MSA regulations – along with changing my five year old harnesses which are still in perfect condition with a new set dated to 2016. The MSA really do try and keep costs down and encourage competitors.

Simon Smith
(borrowed from Eastern Counties
December Review)



London to Cape Town – James & Max Stephenson and Penny (1923 Vauxhall OD 23/60) – 32nd o/a

2011 / 12 12 Car Championship

Round 1 – Friday 30th 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 28th 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 25th November

Waveney Mushrooms 12 Car

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

Results included with the December newsletter

Round 4 – Friday 27th January

Your Ideal Shop 12 Car

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

Results included with this newsletter

Round 5 – Friday 24th February

Canada Garage Motorsport 12 Car

Organised by Mark & Lorraine Annison and sponsored by Mark Annison

Regs & Entry Form included with this newsletter

Round 6 – Friday 30th March

Lyng Garage 12 Car

Organised by Chris More & David Smalley and sponsored by Dennis Ward

Regs & Entry Form will be included with the March 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

12 Car Round 4

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
2	E	Alan Shrimpton / David Bell	1	-	1	
7	N	David Daniels / Jonathan Stimpson	1	1	2	1
3	I	Chris More / David Smalley	1	2	3	1
4	I	John Peterson / Ian Graham	1	7	4	2
12	E	John Western / Peter Riddle	1	13	5	1
11	B	Pat Headland / Tony Headland	1	17	6	2
9	N	Paul Brunton / Nick Wale	2	1	7	3
5	N	Dale Lawson / Andrew Lawson	2	2	8	4
1	E	Chris Haylock / David Mann	3	18	9	2
6	N	Simon Hatfield / Richard Freeman	4	14	10	5
8	N	Geoff Bateman / Dan Hilton	4	15	11	6
10	N	Emma Henchoz / Amy Henchoz	7	12	12	7

Thanks to Howard & Bernie for organising, Chris for sponsoring and all the marshals: Howard & Bernie (Signing On, DSO & Results), Chris (Scrutineering & TC2), Ian & Clare (TC1 & Course Closer), David & Mike (TC3 & TC9), David & Gareth (TC4), Gordon & Lynne (TC5), Julian & Sara (TC6), Simon & Wendy (TC7), Trevor & Alan (DSO & TC8), Martin & Christine (TC10), Ian & Duncan (DSO).

Championship Positions after round 4 (top 12):

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	12	9	4	10			35
2	Rob Henchoz	11	10	12				33
3	Alan Shrimpton		12	7	12			31
4	John Peterson	10	3	5	9			27
5	Ant Liddle	8	6	9				23
6	Paul Brunton	4	11		6			21
7	Robert Aldous	9	5	7				21
8	Dale Lawson	5	4	6	5			20
9	Trevor Addison	6	7					13
10	David Daniels				11			11
11	Rob Kitchen			11				11
12	Ian Doble			10				10

Navigator	1	2	3	4	5	6	Total
David Smalley	12	9	4	10			35
Amy Henchoz	12	9	12	1			34
David Bell		12	7	12			31
Jonathan Stimpson		10	8	11			29
Peter Riddle	10		10	8			28
David Mann	9	5	6	4			24
Garth Collier	8	6	9				23
Nick Wale	4	11		6			21
Andrew Lawson	5	4	6	5			20
Andy Hayward	6	7					13
Aaron Rix			11				11
David Daniels		8					8

Your Ideal Shop 12 Car

Yet another full entry of competitors and a very good turnout of marshals (with a promise of many DSOs) gathered in the rather impressive Media Centre deep in the Snetterton complex eager to see what the Howard & Bernie had to offer. Sadly the weather rather let the side down at the last minute, where did the rain and sleet come from? The entry list showed a couple of last minute pairings plus a first time crew. Unfortunately David Mann's usual driver was sidelined by a bug to be replaced by another of David's brother-in-laws and Ant & Garth had to withdraw their entry due to a lack of wheels to be replaced by the last minute pairing of John Western & Peter Riddle. Pat & Tony Headland made up the 12 on their first ever 12 Car. Pat & Tony ran as Beginners but the other two newbies went in at the deep end as Experts.

Howard & Bernie obviously had a cunning plan as we had no envelope for TC1 and were instructed to line up in the pit lane (so we couldn't see where the other cars went). This proved a bit of a challenge in the dark and wet but Howard did his follow the red flag bit and guided Chris & David to TC1 and the rest of us followed. An A3 sized map of the Snetterton internals appeared through the window with the instruction to go round the back of the petrol pumps and then follow the map to TC2. Easier said than done, first problem was to find the petrol pumps, well we found the toilets absolutely no problem but the petrol pumps proved a little more elusive. Found the first board but it wasn't until we got to the end of paddock that I realised we'd missed the slot after the pumps. Back we went to find another board on the correct route and then another on the bridge. We

were very fortunate to arrive at TC2 (Chris) with no time loss. Not a good start.

Vias (grid reference, spot heights and a triangle) to TC3 (David & Mike) where we discovered that we were now running first on the road. The exit from Snetterton was via a track that doesn't look to go anywhere but I've been caught out by that one before (we'd also spotted a board coming off the A11 on the way to start), another stroke of luck. We had time for a quick chat with David before opening the next envelope.

A string of junction instructions to be read from right to left finishing off with a triangle took us to TC4 (David & Gareth). Not too many problems with this section arriving at the control on our minute.

A circular herringbone was next on the menu to guide us to TC5 (Gordon & Lynne). The starting point was fairly obvious thanks to the inclusion of a spot height – but it worked both ways – time to stop for a bit of a think. One of the little things that you can do to save a couple of seconds at controls is to draw a line through the blank code board squares on your Time Card. For some reason I didn't do this at TC4 and panic surfaced at the second triangle when I realised that I had only one board recorded for this section and the triangle must be the third one. I quickly realised that I had put one of the boards down against the previous control, but which one? Time for another stop and an educated guess – well my Time Card doesn't make very easy reading at the best of times – tonight it was going to be worse than usual. We made it to TC5 on our minute but we were soon to have company.

An array of arrows defined the route to TC6 (Julian & Sara), but

what did they mean? Parked up just outside the control for another think. Grid Squares was the immediate assumption but not quite right. The location of TC6 was well north although the majority of the arrow heads were pointing south. The first two arrow heads pointed west but the only route available crossing two lines was eastwards. Now I don't know whether the solution was the arrow head pointed at the side to leave the square or whether it was trial and error to assign a grid square side to each of the three types of arrow but just as I was about to make a decision Chris & David arrived so I took the easy option and told Alan to follow them. He wasn't too convinced as we didn't see a board for a long way but I was quietly confident. We were back in the correct order at the control after a wait of a couple of minutes.

Junction colours strung together (my absolute favourite) to TC7 (Simon & Wendy), Working backwards was the way to go, then make the middle bit fit, thought I might have erred as again we had a long drive before we found a board but it felt right and we had a couple of minute wait, but no Chris & David.

Well balled and arrowed tulips to TC8 (Trevor & Alan) but an excursion onto map 134 well confused the issue. No matter what I did to the maps they wouldn't stay aligned resulting in much cursing and shuffling. No need to worry as we almost beat Trevor & Alan to the control giving us a few minutes to chat.

I'm not 100% certain what the correct solution for the route instructions was to TC9 (David & Mike), although if all else fails then you can't beat a good guess. They started off OK with via spot heights

and an avoid grid reference but then I became confused. Another avoid grid reference and three numbers that weren't spot heights and didn't appear to be a grid reference plus a 'AND NO OTHER' gave me cause for concern for most of the section – no board on the final loop of my guess didn't give me the required warm & fuzzy glow. My guess was the numbers were grid lines but I was less than convinced. I very nearly opted for a drive through the avoid but glad I didn't as we would have dropped time and although we might have found a board it would almost certainly have dropped us down the overall standings at the finish. Time for a chat with David before opening the final envelope.

One grid reference via to TC10 (Martin & Christine) and we already knew where we were going as Bernie had told us we'd be using a white on the final section. Arrived at the control on our minute to finish off a clean night. All that was left was a run to Scoulton for Fish & Chips and the results.

The results showed that lady luck had returned (after her break on the last round) and after a steady drama free run with no wrong slots (apart from the extra sightseeing loop in the Snetterton complex) we ended up on the top step with penalties of one fail and zero minutes. The fail came on the missed loop into TC9 but as 10 out of the 12 crews missed it it didn't impact the results too much. It was

all very close at the top with David & Jonathan 2nd on 1 fail and 1 minute with Chris & David 3rd on 1 fail and 2 minutes. Newcomers Pat & Tony finished a very creditable 6th o/a on 1 fail and 17 minutes, they were one of the two crews to find the elusive board on the penultimate section but were caught out by the second board on the first section.

Another good night (sorry about the weather but it did eventually stop raining), 12 starters, 12 finishers, no lost marshals and happy DSOs.

Alan & Percy
Car 2



Internet Table-Top Rallying returns!

Message from Ray Crowther aka Crow. Loads of information on the website
www.table-top-rallying.org.uk/Internet/2012/TT2012-Introduction.php

(bit of a mouthful so there will be a link on the club website and if you dig a bit you will find some familiar names) the clue is in the title you will need fairly unlimited access to the internet to participate

I am pleased to announce an Internet Table-Top Rallying Championship during 2012.

Since the record success of the 2010 Championship I have received many requests of "When's the next one?" I missed out 2011 to give you and me a break, but a new series will be starting in February 2012 to challenge your puzzle solving and map reading skills.

There will be one very **major change** though: verification that you have taken the correct route will no longer be confirmed by answering route checks. This had been voted as the least favoured aspect of previous events summed up in one quote I remember "I loved solving the navigation puzzles and I'm pretty sure I got the route correct only to be thwarted several times by miscounting the information required by the route checks."

In the 2012 Championship you will now mark the route solution on an on-screen Ordnance Survey map by drawing a line along the roads you have used. Your route will then be checked against a master route which will contain undisclosed passage checks.

I won't go into any more detail here because you will find that on the website at [Table-Top Rallying](http://www.table-top-rallying.org.uk) and you will also have the opportunity to practice your on-screen route marking with an example before the first event starts.

Just a few key promotional phrases to whet your interest:

*Great Value; No Maps Required; Suitable for Masters, Experts and Novices; Four Events spread through the year; Four weeks to submit your answers; Instant Marking and Results; **Proceeds go to Charity.***

Best Regards

"Crow"

THE MARCH HARE 2012

FRIDAY MARCH 9TH 2012

Start / Finish: Norfolk Gliding Club, Tibenham Airfield NR16 1NT

Map: 144 B3 required (make sure you have the latest edition)

1st car 19:51 everyone should be signed on by 19:30

Entries: by invitation with 6 crews from SCCoN and 6 crews from KLDMC

Navigation: straight forward and set at 2 levels (slightly easier and slightly harder) with plenty of opportunities to recover lost time

Organisers: Sporting Car Club of Norfolk

Information

Enter the airfield via 144 / 155 893

The route will be approximately 100 miles and there is no petrol available near the start / finish but there will be an opportunity to refuel after approximately 50 miles

Marshals

Please contact David Bell on 01603 720871 or percy@sccon.co.uk if you would like to marshal

Teams

Team Co-ordinators have been nominated
 SCCoN – Peter Riddle
 KLDMC – Paul Haylock

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

2012 Clubmans Series Championship

Provisional Calendar

Round 1 – Monday 2nd January

Scatter

Round 2 – POSTPONED?

Production Car Autotest (Grass - Snetterton)

Round 3 – Sunday 29th April

Autosolo

Round 4 – Thursday 24th May

Production Car Autotest (Sealed – Snetterton)

Round 5 – Thursday 14th June

Production Car Autotest (Sealed – Tibenham)

Round 6 – Sunday 8th July

Autosolo

Round 7 – Sunday 19th August

Scatter

Round 8 – Sunday 4th November

Production Car Trial (Lyng)

One or two changes to the Provisional Calendar:

Round 2 looks as though it won't be happening due a rather busy January / February / March

Round 3 will now be an Autosolo at a venue tbc

Round 6 will now be an Autosolo at a venue tbc and a date change

And not in the Championship but the Broads Explorer Classic Scatter will have a new date, tbc

COMBINED CLUB AUTOSOLO SERIES 2012

Eastern Counties Motor Club - Sporting Car Club of Norfolk - West Suffolk Motor Club

The committees of all three clubs have been looking independently for a form of motor sport that would not only offer exciting sport for current enthusiasts but would also provide a low cost way in to motorsport for newcomers.

We think we have found it. **AUTOSOLO**

The three clubs are working on plans to each put 2 events during 2012. Each event will have its own awards but there will also be an award for the best overall result considering results from all 6 events.

Autosolo isn't brand new in that the first event was held in 2002 but in recent years it has been significantly growing in popularity for the very reasons indicated above low cost, minimal extra vehicle preparation, requirement for skill, excitement, no requirement for special clothing and a number of cost reducing elements.

So what is Autosolo;-

Firstly, let me say what it is NOT. It is NOT a sprint, and it is NOT an Autotest (though for MSA purposes it runs under an Autotest permit). In the USA where it originated it is also known as *Autocross*, but it's nothing like our Autocross. Another name for the sport in the States is *Slalom*, and that begins to give a flavour of what it's all about.

A quote from SCCA (Sporting Car Club of America) the formats origin describes it as;-

"Solo is a contest of driving skill. It is run against the clock (i.e. 'solo') on short courses that emphasise car handling and agility rather than speed or power. Speed and hazards to spectators, participants and property do not exceed those encountered in normal, legal highway driving. Thrills and fun, however, do! Best of all, you can enter in your road car."

By keeping top speeds within reasonable bounds, the need for rescue units and medical crews is avoided which helps keep the overall cost low.

The event is only open to road-legal cars that are taxed, insured and MOTed. Car preparation is limited to removing loose objects from inside, and any clip-on wheel trims. (From 2010, tyres from List 1B of Section L of the MSA Yearbook will NOT be admitted.) For insurance reasons a valid club membership card is required, but neither a competition - nor even an RTA - licence is required.

(Note:- The possibility of running a special class for non-taxed or insured cars is being investigated but can't be confirmed at this time).

The test routes are marked by cones with numbered marker posts, which you pass in ascending order. Other high visibility cones are used to point the way round; the intention being to make the event a test of driving skill rather than of memory. Penalties are incurred if you go wrong or hit the markers however, but the main aim is to complete the test course smoothly and quickly. Times are recorded by hand-held stopwatch to 0.1 sec. accuracy. A number of tests dependant on the size of the entry are held during the day to provide the maximum opportunity for competition and enjoyment. If you can drive, and you have a car, and you like a bit of friendly fun on four wheels, it's hard to think of any reason why you shouldn't take part.

So keep your eye on the club web sites and newsletters etc. for further details and we look forward to seeing you at events through 2012.

The first meeting is provisionally planned for the end of April.

Dates - The following dates and organising clubs are provisionally agreed

Sun 29th Apr	SCCoN	Mon 7th May	ECMC	Tue 5th Jun	WSMC
Sun 8th Jul	SCCoN	Sun 5th Aug	ECMC	Sun 2nd Sep	WSMC

Miscellaneous



The XPart Rally

Saturday 18th February 2012

Introduction

Chelmsford Motor Club is pleased to announce the XPart Rally.

The XPart Rally is a day/night endurance road rally for lightly modified two-wheel drive cars limited to 1400cc petrol and 2000cc diesel non-turbo engines, built to the Endurance Road Rally formula. This event will be run in support of both **Help For Heroes** and **Soldiers, Sailors, Airmen and Families (SSAFA)** charities; last year CMC events raised over £3000 for charity.

Starting mid morning on Saturday 18th February 2012, the route will be centred around Bury St Edmunds, with over 100 miles of selectifs at various venues in Suffolk, Norfolk, Cambridge and Essex.

The day leg start will be from the Ramada Hotel, Bury St Edmunds, including a short break for lunch followed by a supper hall (carvery) at The Rushbrooke Arms, Sicklesmere. The day leg is approximately 200 miles with approximately 80 miles of selectifs. The night leg will be approximately 90 miles including 20 miles of selectifs and approximately 15 miles of simple navigation on tarmac lanes (full night leg road book issued at supper). The event will finish with an awards presentation at the Ramada Hotel, Bury St Edmunds. A special rate has been negotiated with the hotel for those crews who wish to stay Friday 17th / Saturday 18th and/or join the organizers in the bar after the event.

The route instructions will be straightforward. Similar to last year, tulip road books will be provided and complemented with detailed selectif diagrams to ensure that crews of all abilities can complete the rally.

Chelmsford Motor Club, which celebrated its 50th anniversary in 2006, is noted for its high-quality and popular events organised by experienced competitors – winning the 2009 MSA / JLT Sport Club of the Year award. The club's results service using Liege timers and chips is one of the best in the country.

As usual, M&H Photography will be covering the rally and this year the entry fee includes two presentation prints.

As an incentive to marshals we have £100 cash prize draw and a free supper for those marshalling both legs of the event.

We are delighted to be a round of the 2012 Endurance Road Rally Championship supported by Sportway Tyres, <http://www.endurance-rallying.co.uk>

The entry list will open on publication of these regulations. Further information and updates of route details and recce notes will be published on the CMC website.

You can enter and pay on-line at <http://chelmsfordmc.co.uk>. Please show confidence and commitment and enter early – should you wish to cancel a full refund will be given until seven days before the event.



Salhousebell 

Help the BELL CAR CLUB Raise Funds for the AIR AMBULANCE

FEBRUARY 27th, 2012

All are welcome to the Salhouse Bell on the last Monday of February from 7.30pm to help us raise funds for the
Air Ambulance

There will be an auction of car related items and a prize quiz for you to do individually or in a team during the evening.

Any donations for the auction will be gratefully received, so if you have some useful item you no longer require, or could provide a service such as offering to wash someone's car for them that would be great! We would still be delighted to see you if you just wish to bid!

Please note the Bell does not serve food on Mondays

Chelmsford Motor Club - 2012 Gymkhana Regulations

Introduction

2012 marks the tenth anniversary of Chelmsford Motor Club's hugely popular gymkhanas. It was after the 2002 East Anglian Classic tests at West Raynham that Mark Barham & Carl Brown had the idea of using the venue for some club motorsport. Since then the formula of an equal balance between skill and driving tests has been refined, expanded and brought closer to home. In 2011 there were four events, including the first ever Essex-based gymkhana. This year the successful format continues, although date constraints (the club is running three stages rallies, three road rallies and two Production Car Autotests / Autosolos) may mean that only three gymkhanas can be fitted into our busy calendar.

Dates, venues and organising teams are still being finalised at time of writing (mid January) but the proposed event dates, with the first event in progress are:

Sunday 11th March 2012 Motex Gymkhana at Honington
Sunday 8th July - 10th Anniversary Javalin's Jumbo Gymkhana at Carver
Sunday 11th November 2011 – Woodbridge Gymkhana

Further amendments to these regulations will be published during the year once venues become finalised.

A gymkhana is a clubmans event – meaning no competition licence is needed, just a club card. The events run on a certificate of exemption from the requirements of the blue book and are defined simply as events held on private land where there is an equal balance of driving and skill tests, timed to an accuracy of within five seconds.

Chelmsford Motor Club gymkhanas are 'fun' events but have a very competitive side as well. They are split between low-speed driving tests – essentially scaled down versions of the tests run on historic and endurance rallies – balanced by the need for accurate navigation and tests of skill and knowledge such as the famous 'cup of water test' and the ever popular Highway Code quiz. The overall results are calculated by summing penalties from each type of test, meaning that it is not always the driver with best tyres or the most power who wins the event.

Each event has different venue, character and organising team and will contribute the 2012 gymkhana drivers' championship and the annual Clubmans Championship – this championship encourages members to compete in as many disciplines as possible and is always hotly contested.

Technical regulations are always complex and section 7 of these regulations deals in detail with requirements but the following summarises the cars allowed to compete:

Gymkhanas are open only to standard [factory specification] and road-rally legal cars. Petrol-engined turbo cars are not permitted, although turbo-diesels and four-wheel drives are. Tyres must be road legal and not moulded slicks; knobblies are now permitted (new from July 2011). Body kits, sign-writing and go-faster stripes are not permitted.

We would encourage crews to try to marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the TRS Brands Hatch Stages, X Part Endurance Rally, Cadman Construction Honington Stages, East Anglian Classic, Hutton Kitchens Woodbridge Stages and The Preston show their support for the club by making the effort to come out and marshal on a gymkhana. In 2011 there will once again be a club marshalling championship and each event will have a prize draw of £100.

The organising teams look forward to seeing you in 2012!



Flying Fortress Stages – Sunday 18th March

Entries are now open for the Flying Fortress Stages Rally on Sunday 18th March 2012. This new single venue stage rally will be held on the former WW2 American 8th Air Force Base at Grafton Underwood near Kettering. The venue is new to motorsport and allows the organising team to provide 47 stages miles in 8 stages.

The Flying Fortress Stages is a round of three Regional Stage Rally Championships; the Rainworth Skoda EMAMC Single Venue Stage Championship, the Roadrunner / Phoenix Awards ANEMMC Stage Championship, and the Ward Construction AEMC Stage Championship.

The Flying Fortress Stages is a true one day event with Scrutineering from 7.00am and the 1st car starting at 9.30am and finishing around 4.30pm. The concrete tracks are in good condition and the venue will provide a challenging day's motorsport.

The organisers have limited the maximum number of entries to 60 to ensure that the event runs smoothly, so entries may be at a premium. There is a Stage Practice event for those competitors who are unfortunate enough to retire on the early stages.

We encourage competitors to use the web-entry system where possible to simplify the submission of entries. There is a facility to pay by PayPal or Bank Transfer and to encourage early entries we will not bank entry cheques until 8th March.

We look forward to seeing everyone on Sunday 18th March. For more information, and to enter the event, please go to www.flyingfortresstages.co.uk

Marshals and Officials

For any rally to be successful it needs the support of a large number of marshals and officials. Dukeries Motor Club are grateful for the support they receive from many motor clubs, groups and individuals and hope that as many marshals as possible will come and assist on the Flying Fortress Stages on Sunday 18th March. This venue is part of private estate with limited access so spectators will not be permitted.

If you can help marshal the event, please contact the event Chief Marshal, Ian Evans by E-mail: ianevans737@btinternet.com or Tel: 01246 863507 (evenings before 9pm) or 07899 045006 (m)



Championship
Coordinator:
Andrew Haill,
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ON YOUR MARKS, GET SET...

With just over six weeks to go to the start of the 2012 REIS – Get Connected MSA Asphalt Rally Championship, the season is already shaping up to be a memorable one! Regulations for the opening round, the Tour of Epynt (11th March), have been available online for a couple of weeks and, of the first 20 entries received, 14 had expressed their intentions to register for the Championship!



Thanks to the arrival of a new sponsorship deal, Simon Mauger's Escort is now sporting a revised livery but we know from past experience that, whatever colour it is, it will be a force to be reckoned with, not only amongst the two-wheel drive contingent, but also alongside some much more modern and powerful machinery.



Rejoining the Championship this year, after time out to relocate his business, is Andy Fenwick who has recently bought himself a Subaru WRC. Hailing from the north-east of England, Andy is a past winner of the Jim Clark National Rally and has amassed considerable success on his 'home' events on the Otterburn Ranges.

2010 & 2011 Champion – and now joint headline sponsor! – Damian Cole is returning to try and make it three-in-a-row. Since the Championship first ran, back in 1984 (this our 30th year!), only Pete Doughty has achieved a hat-trick of victories (1994/5/6) as, surprisingly enough, John Price's twelve titles came in ones and twos, but never three consecutively. So, the gauntlet has been thrown down but, as is ever the case, it won't be easy....



Stafford's Mark Jasper is another early registration – he and co-driver Don Whyatt are back with their MG Metro 6R4 and, hopefully, the gremlins that gave them such a torrid time a couple of seasons ago will have been sorted out, leaving the popular duo to get on with the job of scoring points!



We also hear rumours that 2009 Champion Melvyn Evans is set to register again.



'All the usual suspects' are set to return – John Indri has already registered and he will not only be hoping to better his 3rd overall in 2011 but also to make the newly-instigated Millington Darrian Challenge his own.



The Welshman contested the Manx National Rally last year – and won it! – but it would be great to see him out on some other rounds....

Continued...

Meanwhile, Cumbrian Paul Bird is gearing up for a season of asphalt events. He has just won the Jack Frost Stages for the fourth consecutive year and is also contesting the Legend Fires North West Stages in his Ford Focus WRC07 as a precursor to attempting the MSA Asphalt Rally Championship for the first time.



Anyone wishing to register may do so, either by downloading the regulations and registration form from the Championship website www.asphaltrallying.com or by going to www.btrda.com/membership and following the instructions therein.

As was the case in 2011, a competitor's best five scores, from the nine events, will count towards their final tally and, in this way, everyone can choose a programme to suit their individual budgets. With such a varied calendar, it goes without saying that some events will be more expensive than others, but don't be put off by the fact that a ferry crossing is required to a couple of rounds – or eight if you live on the Isle of Man or in Ireland! Speak to Craig Thorley, at Just Ferries (Tel: 01759 301010/E-mail: info@just-ferries.com) who will help you to get the best deal on your travel and also bear in mind that, once across the water, you can live quite frugally and still enjoy yourself!

With publicity in mind, the Championship produces both previews and reviews of each event and, win, lose or draw, we try to mention every registered contender, even if it is only with a finishing position. There is also a section on the Championship website for competitor's own press releases – it is a great way to give your sponsors some extra 'advertising and, so, please feel free to make use of it.

The television coverage of the Championship, which proved so popular last year, is to continue as part of the two-year sponsorship package with REIS and Get Connected. Presenter Paul Woodford is moving across to front the programmes on the BTRDA Gravel Rally Series, while



Brid Deery – who those of you who have been across to Ireland for the ALMC Stages will already know – takes over for the Asphalt Championship. She has worked with the 'Special Stage' team before and has been the face of the Irish National Rally Championship for a number of years.

Well, the signs are that she will have plenty to talk about, and plenty of people to talk to – bring it on!...



www.get-connected.com
www.reis.co.uk



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13th Annual **BOADICEA RUN** Sunday 27th May 2012

Once again, the ICENI MG Owners Club invite you to join us on our annual exploration of the beautiful Suffolk countryside.

Starting from Rougham Airfield Control Tower (2 miles east of Bury St Edmunds) from 10.00 am onwards.

Rougham Airfield was home to the USAAF 322nd and 94th Bomb Groups during the Second World War. Entrance to the Control Tower museum is free of charge – donations welcomed. Dogs allowed if kept on a lead.

Cost £20 per car.
(includes bacon bap and hot drink at start – max 2 per car)

Proceeds to local charities.

For an entry form e-mail
boadicearun@gmail.com
or see website www.iceni-mg.org.uk
or send SAE to :

Boadicea Run

12 Meadow Way, Poringland
Norwich
Norfolk, NR14 7LZ

