

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

March 2012



Now, what was the club up to last year?

Events in March

**Friday
9th March**

**March Hare
12 Car**

Tibenham

**Contact
Ian Doble**

**Thursday
15th March**

Natter & Noggin

Ugly Bug Inn

**Contact
Howard Joynt**

**Friday
30th March**

**Lyng Garage
12 Car**

Lyng

**Contact
Chris More**

| | |
|------------------------------------|-------|
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Included with this edition:

12 Car Round 6 Regs & Entry Form

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March Hare 12 Car

Friday 9th March

SCCoN 36 KLDMC 41

Thank you to all the marshals

Marshal Prize Draw Winners Lynne Wellbelove & Richard Freeman

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 15th March** for the next Natter & Noggin

Diary Dates

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

Sunday 29th April
Clubmans Round 3
Brandiston Autosolo

Wednesday 2nd May
Management Meeting at the Ugly Bug Inn, Colton

Thursday 17th May
AGM

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.

Friday 9th March
March Hare

Sunday 11th March
Motex Honington Gymkhana

Sunday 18th March
Flying Fortress Stages

Friday 30th March
12 Car Round 6
Lyng Garage

Saturday 31st March
Morning Mist Half Night
Road Rally

Sunday 22nd April
Cadman Construction
Honington Stages

Sunday 29th April
Clubmans Round 3
Brandiston

Lyng Garage 12 Car

Friday 30th March

Round 6 of the 2011 / 2012
12 Car Championship

Lyng Garage
Lyng

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 will have a go!!

As I write this month's efforts my mind is not really on the job as I am really looking forward to the 2012 season, and it is just my passion of rallying, there are lots of other things to look forward to.

We hope to do at least 6 national rallies 5 in the (now this is a mouthful) REIS Get Connected MSA Asphalt Rally Championship, and to finish the year off with a quite drive around another island on The Tour of Mull.

For the first time in a great many years I will have a new navigator as Peter Morris has decided to find a quiet corner in his and Carole's house to hang up his overalls put his boots away and polish helmet and retire from being a rally navigator.

I / we will miss you Peter and through these pages I would like to thank you for all your help over the last 25 years, firstly as the service crew (a lot of the time he was by himself as he was the only one who wanted to come with us) in the early days with the Skoda, then since 1999 as my navigator on the MSA Asphalt Series winning our championship class no less than 12 years running.

We have had more highs than lows, but you do tend to remember more of the lows than the highs.

Peter was really good at reading

the pace notes even while we were having an accident, and we never got lost not once he would tell me on the road sections (well that is what he would tell me and others but I was never to sure).

I will report on first rally soon and let you know the name of my secret navigator, and if we get on with one another over a whole weekend.

Recently Christine and I were invited to the annual dinner of West Suffolk Motor Club at The Flying Fortress near Bury St Edmunds; the meal was very good with the choice of carvery, salmon, or vegetarian as main course.

After a short break the night speaker was Charlie Haylock, a Suffolk man with jokes and stories from the region, it was a good fun night even if we took a wrong turning or two to find the place and coming out to find the outside temperature had dropped to -10c.

Autosolo / Autotest series 2012

As you might have read last month we are working closely with Eastern Counties Motor Club and West Suffolk Motor Club and put together a series of events around the counties of Norfolk and Suffolk. As I write this article we are trying to sort out the regulations to make this a fair and fun series for everyone, there will be classes for nearly every type of car and driver.

As for the tests, on the events will be marked with numbered gates and if required arrows to show the tighter turns (360's) so it is not such a memory test as some autotests can be.

These events might be called Autotests or Autosolos or both as there are restrictions on the type of car you are allowed to use on each type of event.

Hopefully we will be able to encourage men, woman and youths to come and enjoy the challenge.

We are hoping that some of the entrants from the 12 car series will have a go in their off season, and of course they will be turning out to marshal for us.

We are actively looking to get some home comforts on site but we are not promising that one. Lynne and Christine will help by providing food and drink on the day for a small fee.

There will be class winners, overall winner and at the last event of the series a series champion runners up to be crowned.

The two rounds run by SCCON will count towards the SCCON Clubman's Championship.

You will not need to do all the rounds to win the series as it is up to 5 rounds from 6 to count.

MEMBERSHIP FEES 2012 / 2013

Membership Fees are due for renewal on or before 31st March 2012.

Fees continue to be held at £14.00 for a single membership and £18 for families.

Thank you to all those who have already paid or paid by standing order, your card will be with you soon.

Marshals Post

David Bell

Upcoming club events – Lyng Garage 12 Car, Brandiston Autosolo

Other clubs:

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.

REMINDER

RAF Honington is an operational MoD base and therefore not unexpectedly security will be a high priority.

Only Pre Registered Competitors, Service Crew & Marshals will be able to gain access to the venue on the day and therefore it is important to register beforehand.

Anyone arriving on the day not registered will be turned away.

All persons coming on to the camp must have some form of Photo ID with them (Driving Licence, Passport Etc)

Team Building in the Rally Car

Maxie Mumatack

Part of an occasional series

The successful completion of a 12-car rally is much like a team of two people completing a crossword puzzle. One person, the navigator, provides the correct answers to the clues while the other, the driver, who in the crossword analogy would own the pen, writes the answer down. If the answer is wrong it is quite clear where the fault lays (with the person who gave the answer or on 12-cars, the navigator). It is fundamental that the team members understand their roles in the team so that there can be no disputes or, more crucially, time wasting while en route.

If problems are encountered such as a minor off or getting stuck there are a couple of things to remember. Firstly it is the navigator's job to find the correct route and warn of possible minor or major hazards which will be marked on the map in front of him. Warning of bends, hills, slippery roads, animals straying and cars coming in the other direction should always be given in advance of their occurrence. Timing of this is critical as some drivers have very important things to think about and will not want to be disturbed from their train of thought. The driver will probably tell the navigator for future

reference if the warning was insufficient. However, if there is a little incident the navigator has clear responsibility to get out of the car and sort things out (push).

Secondly, the navigator will (should) have paid the entry fee for the rally and therefore acknowledges his willingness to be there.

Thirdly, driving a car from a predicament is a specialist operation, made even more difficult by having one's lap filled with all sorts of bits of paper, pencils and such thrust at one and navigators should bear this in mind.

Similarly, if there is a puncture or the lights need cleaning, the navigator should think of the overall safety of the team. A driver with cold, wet or dirty hands risks the steering wheel slipping through his fingers. This could be dangerous. For safety's sake the navigator should offer to undertake any maintenance which may be necessary. He should familiarise himself with the tools and equipment in the car and how to use them so that delays are minimised. He should bear in mind that the puncture may not have occurred with a bit of forethought, as above. If he is insufficiently competent to carry out a wheel change and requires help from the


driver he should also familiarise himself where the driver keeps his gloves and coat so that he can get them ready for him. He should realise that time will be lost if the driver has to cope with a bundle of maps and so on, previously thrown at him as the navigator exits the car, before putting on his coat and gloves to help the navigator. Such time lost can destroy team morale and it would be much better if the navigator learned to change wheels singlehanded.

A number of events will see a bond beginning to build within the team as the navigator begins to appreciate the drivers (considerable) capabilities. This will be evidenced at the finish of a successful event where the driver should probably acknowledge the help of the navigator. However, if victory eludes the team the driver should thank the navigator for his help, even though he may feel justified in being a little patronising.

It is the little details which make a good team into a great one and if a driver has standards similar to those outlined above he is sure to get the rewards he deserves.

TRRBLSOX24WNW

Maxie Mumatack.

| 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 |

Bruce Robinson Road Rally

Here's a report 'borrowed' from Beverley & District Motor Club's magazine – a view from the sharp end

Well, here we go again! 2012 and the Road Rallying antics begin once more.

After being cheated of a bit of winter rallying by Mr Gibbins cancelling his 12 Car Rally because of the snow, The Bruce Robinson was to prove more than suitable compensation. Reported deposits of between four and eight inches of snow over the Lincolnshire Wolds in the previous few days and record cold temperatures of minus god knows what, promised a chilly and slippery night's sport.

Before Ian gets too upset, most people thought he was correct to postpone his event on Health and Safety grounds. After all, we're all getting on a bit you know, and we wouldn't want to add to the winter statistics, falling victim to the cold weather.

Maybe we could re-run the event in June on a Sunday afternoon round the park or something, with a halfway halt feeding the ducks!!

Enough of that sarcasm, for now at least. I'll try to write another paragraph or two before I have another go!

Gavin had decided to trailer his latest Proton down to the start, just in case either we or someone else needed their wreckage recovering after the event. I've not mentioned it yet, but Gavin and I were competing on the rally. We were seeded at a respectable car 5, on a more than respectable event with an unfortunately less than respectable number of entries. We would, no doubt, pass some of the frozen teddies at the side of the road that were thrown out last year

after what had been a much maligned and brilliant event. The Bruce Robinson Rally won best event in at least the ANEMMC Championship in 2011.

Ian hitched a lift with us to meet up with his Driver Ade Green. The two of them won last year and therefore were leading us lesser mortals away at Car 1. We dumped him at the Finish venue, along with Gavin's X5 and trailer before heading off to the start at Louth, where all the usual stuff was completed without problems.

The midnight hour arrived, releasing forty eight competitors into the cold, sat in pairs behind hard working heaters. A short run out from MTC 1 and the marshals issued a warning that the first section just south of Louth was treacherous from the start at NTC 2. On the way I telephoned the Health and Safety people, just to see if it was safe to continue... Sorry, did I write a full paragraph without mentioning it!

The marshals were not wrong, it was darned well slippery. But we got going pretty well too, catching and passing car 4, the Ford Puma of Craig Belworthy and Satish Khakhar, fairly soon into the first section. Care would be the order of the night, no heroics, get plotted and stop at all the boards to ensure correct recording of the digits, some of which were not so easy to read. A short re-route due to the weather conditions would take us to STC 8, or would have if the hill before it was not blocked by Car 3, Craig Burgess and John Pickavance. As we turned into the road to join them they were reversing back down the hill, whilst car 4 was waiting for them to get out the way. Waiting for an unearthly length of time, they finally cleared out of the way challenging others, including us, to 'try and get up if you like!'

Somehow Car 6, Dave Quinney and Gary Evans, squeezed past us while we waited to go up. They disappeared up the hill successfully, quickly followed by us, after reversing right back to get a good run at the hill. Unfortunately, only five or six of the twenty four crews got up and at the finish the organisers had decided to penalise those who completed the route successfully, rather than those who didn't, by scrubbing that section and another similar incident later on. Fortunately, neither decision affected our result anyway, but others were a little put out.

We were having a ball, whatever. Slipping and sliding up hills, scrabbling for traction, blasting across snowbound hill top roads on hard packed and icy surfaces, then sliding back down into the lower valleys, struggling to stop, particularly into controls. Many times we had to avoid other cars, which had stopped in the control or position ourselves to avoid being rammed from behind. (No smutty comments please editor!) (Who, me? – Ed.)

Onwards we trekked, through Biscathorpe Glaciers and then Ludford. But despite the airfield being timed to the minute this year, rather than to the second to comply with the MSA's ... decisions, shall we say - it was fantastic!!! A lap in various thicknesses of snow and Gavin was in his element, utilising all his driving talent to great effect. We would've been quite happy to spend a little longer there, going round more than once if the authorities had allowed it. But alas no, it was not to be and we were compelled to continue away to the north, drawing forth a new map to direct us.

We were now navigating around

the bottom of Map 113 in a loop around Binbrook, part of which had been cut out as impassable north of Thorganby. I can imagine it was pretty bad down that road through the trees, as I used it on a 12 Car some years ago. I know the area pretty well around there now - where the grass triangles and not-as-map stuff is, and all was going great. Much, much fun!

After filling up with fuel at Tealby, we completed one of the highlights of the night! The garage bays had been opened up to set out tables and stoves providing bacon sandwiches and hot brews to the poor frozen heroes. How much more fun could we take? How many more sandwiches could Gavin have eaten? Some events have you arriving late into petrol, leaving little time to relax and refocus, often forcing the wretched navigator to spend what little time he or she obviously has, to plot some more crap while the driver wanders off to chat. This is a miles better way to do it. Why put extra pressure on, it's meant to be fun.

Talking of fun, off we went back to Ludford airfield for another go.

Ha Ha!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Who cares where else we went next! I don't know, and Gavin certainly wouldn't remember! But yes, I've looked at my map and the untidy pencil lines squiggle down the left of map 122 (edition C2 to the hardened map enthusiast!). I appear to have drawn some random circles at junctions, oh yes, to remind me to tell Gavin to Stop-and-Give-Way, which was not easy on hard packed snow and ice.

We were severely reprimanded by David Dimpleby near Binbrook earlier on for our 'shoddy attempt!' He was entirely correct and we were lucky to not get penalised, although I expect the conditions had played on the conscience of

the Give Way marshals a few times during the night. But we - no Gavin - didn't try hard enough a couple of times I think! Very naughty, must try harder.

By the time I had scrawled half way down Map 122, the route hopped across to Map 121, which I fortunately had with me too. There is little more to tell now, with just a few sections to go. North up to Wragby then back south again before heading for the usual final blast around Wickenby, which would be as entertaining as ever. It was well set out and much of it - no all of it - layered with the thick white slippery stuff under the rubber (No...no...no Howard!! Snow and Tyres!). Wickenby was so tight and twisty, Gavin was actually knackered at the end of it, his poor old aching muscles not having done anything so demanding and strenuous for a while obviously (have you seen him count money? - *Ed.*).

Unfortunately the event had one short section to blast to the finish after Wickenby - unfortunate, as it contained an error in the handout. Although only a few map references with approach and depart directions, the third one had incorrect directions and caused a few difficulties. I'd plotted it, but stopped Gavin while I tried to find a correct direction of approach. We then saw Cars 1 (Ade and Ian) and 2 (Guy Robinson/Charlie Wheeldon) coming back towards us, both choosing different directions to depart. Unsure, we followed the way Ian had gone, then realised that there must be an error, worked out what it was and then went back. We finally got it right, having lost loads of time. Knowing it was wrong, I felt fairly confident that it would be scrubbed, especially as Car 2 and others had lost a significant amount of time as well as us.

Fortunately for us, this was the case, although Ian and Ade were less pleased about it. If Guy and

Charlie's lost time had stood, they would have won again. Sorry, but if it's wrong, it's wrong and can't stand as a penalty, however aggravating it may be. Unfortunately, as it turned out, both Ian and I had picked up an extra five minutes penalty during the night after missing a code board each. So in reality that's what lost them the event and dropped us from a possible third to seventh.

Do you know what?

I really, really truly don't care!

Both Gavin and I had had such a fantastic nights rallying, that we could've come last and still enjoyed it!! If Andy Smallwood is reading this, ignore everything I've said. The event was completely (bleep!) in all aspects and you should be glad nobody was available to navigate for you. Seriously, come on guys, Andy needs your services.

Hopefully by the Ryemoor, one of you has jumped in the left hand seat with him.

Breakfast was back at The George, Langworth, very nice and served by pretty things way, way too young for all of us at that time in the morning (so, not at other times then? - *Ed.*). So the night endeth and trophies were eventually handed out to those who had won them, leaving nothing further to accomplish than to venture home to bed, with bellies full of hearty English morning fayre and eyelids that have difficulty staying above the pupils.

Thank you so much to everyone involved in organising another great event. Gavin and I are heading to North Yorkshire for Malton Motor Club's Ryemoor on the 28th February, so I expect I will have to write something after that as well in time for the next issue of *Wheels*, still Beverley &

District Motor Club Ltd's premier motorsport magazine. I'm sure Roger Stoneley and Andy Stewart will pen their own piece as to how they got on, so I'll not mention any more - I would so hate to spoil their article (sadly, Rog was busy organising a 12 Car and Andy's in

the middle of moving house – Ed.).

The Ryemoor should be interesting this year with a certain Dan Robinson joining the organising team after abandoning us all at Beverley - the traitor - taking all our secrets with him.

How very dare he!

See you all there...

Gavin Smith / Mike Petch
Car 5

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.

Hot off the Press

Five SCCoNies

(well 5 people who have featured in the current 12 Car Championship)

have signed up

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

Results 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 this 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 5

Canada Garage Motorsport

Results:

| Car | Class | Driver / Navigator | Fails | Mins | o/a | Class |
|-----|-------|----------------------------------|-------|------|-----|-------|
| 12 | E | Alan Shrimpton / David Bell | - | - | 1 | |
| 5 | N | Paul Brunton / Nick Wale | - | 1 | 2 | 1 |
| 11 | E | Robert Aldous / David Mann | - | 3 | 3 | 1 |
| 9 | I | Ant Liddle / Garth Collier | - | 17 | 4 | 1 |
| 10 | I | Chris More / David Smalley | 1 | 1 | 5 | 2 |
| 6 | N | Rob Henchoz / Amy Henchoz | 1 | 3 | 6 | 2 |
| 3 | N | Simon Hatfield / Richard Freeman | 1 | 14 | 7 | 3 |
| 8 | I | John Peterson / Ian Graham | 1 | 18 | 8 | 3 |
| 4 | N | Dale Lawson / Andrew Lawson | 2 | 3 | 9 | 4 |
| 1 | B | Pat Headland / Tony Headland | 2 | 3 | 10 | 1 |
| 7 | I | Susan Bence / Ian Woodley | 4 | 46 | 11 | 4 |
| 2 | N | Geoff Bateman / Dan Hilton | DNF | | | |

Thanks to Mark & Lorraine for organising, Mark for sponsoring and all the marshals: Mark (Scrutineering), Lorraine (Signing On), Mark & Brian (Course Opener), Ian & Brian (TC1), David, Elaine & Trevor (TC2), Martin & Christine (TC3), David, Mike & Howard (TC4 & TC5), David & Gareth (TC6), Ian & Brian (TC7), Lorraine & Linda (TC8), Peter & Tomasz (Course Closer), Martin & Christine (DSO), Mark (Results).

Championship Positions after round 5 (top 12):

| o/a | Driver | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|-----|----------------|----|----|----|----|----|---|-------|
| 1 | Alan Shrimpton | | 12 | 7 | 12 | 12 | | 43 |
| 2 | Chris More | 12 | 9 | 4 | 10 | 8 | | 43 |
| 3 | Rob Henchoz | 11 | 10 | 12 | | 7 | | 40 |
| 4 | Ant Liddle | 8 | 6 | 9 | | 9 | | 32 |
| 5 | Paul Brunton | 4 | 11 | | 6 | 11 | | 32 |
| 6 | Robert Aldous | 9 | 5 | 8 | | 10 | | 32 |
| 7 | John Peterson | 10 | 3 | 5 | 9 | 5 | | 32 |
| 8 | Dale Lawson | 5 | 4 | 6 | 5 | 4 | | 24 |
| 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 Bell | | 12 | 7 | 12 | 12 | | 43 |
| David Smalley | 12 | 9 | 4 | 10 | 8 | | 43 |
| Amy Henchoz | 12 | 9 | 12 | 1 | 7 | | 41 |
| David Mann | 9 | 5 | 7 | 4 | 10 | | 35 |
| Garth Collier | 8 | 6 | 9 | | 9 | | 32 |
| Nick Wale | 4 | 11 | | 6 | 11 | | 32 |
| Jonathan Stimpson | | 10 | 8 | 11 | | | 29 |
| Peter Riddle | 10 | | 10 | 8 | | | 28 |
| Andrew Lawson | 5 | 4 | 6 | 5 | 4 | | 24 |
| Andy Hayward | 6 | 7 | | | | | 13 |
| Aaron Rix | | | 11 | | | | 11 |
| David Daniels | | 8 | | | | | 8 |

Canada Garage Motorsport 12 Car

Percy

Yet another full entry of competitors and marshals gathered at Canada Garage Motorsport in North Walsham for the 5th round of the 12 Car Championship for a return to the top half of map 133 with Mark & Lorraine a welcome return to organising. On a personal note I was hoping to avoid the embarrassment of my last visit when I managed to get my car locked inside the compound!

Reverse seeding for this one saw us running at car 12, not something I'm in favour of and I'm not sure it worked on the night but I'll leave that one for the committee to debate, at least I didn't have to be too concerned about which way to go at the first junction.

Junction instructions to TC2 (David, Elaine & Trevor) where we hit a bit of a traffic jam and discovered that we were no longer running last on the road. I had had an early section panic when Alan spotted a board on a triangle that I wasn't expecting which was then followed by a mid-section panic when we had run a long way without seeing a board and we were well into the final loop so I managed to convince myself we were wrong. Parked up for a re-plot, decided I was right and of course found a board within 100m. Lucky to get our minute as although we arrived at the control early we were into our minute by the time it was our turn to be processed.

Grid lines took us to TC3 (Martin & Christine). Easy peasy, well it was once I'd twigged it was grid lines, tried my hardest to find a more difficult solution and by the time the penny had dropped we were back to last on the road. The dramas for the section were not yet finished, the control was on the white in GS2037 and the square is

a good one for devious organisers as there is a double triangle on the junction that looks like a cross roads but isn't. I was expecting a board on the slot right triangle but you wouldn't believe how difficult it is to get a driver to go the way you want when he can see a board on an off-piste triangle – in the end the only way to get him to slot right was to let him drive round the other triangle and pretend to write down the board.

A herringbone was next on the menu to guide us to TC4 / TC5 (David, Mike & Howard). No amount of coaxing would get Martin to tell me which way to go as the control was on the junction joining the yellow. CRO starting on a white and as it turned out finishing on a white threw me, but as the first junction turning right was a cross roads and the first junction left was the off-piste (now on-piste) triangle things became clearer. Still time for a niggle coming out of the Lions Mouth as there appeared to be a bone missing but the route into the control had to be along the A road.

Time recovery at TC5 and we had the benefit of the full allocation as we were still on our scheduled minute.

A string of spot heights and three green dots guided us to TC6 (David & Gareth). Took a punt at left at cross roads for the first junction and that proved correct, Time for our only significant wrong slot of the night as I was too busy puzzling over why there wasn't a fourth green dot and didn't call the slot right in GS1438, and a tsch tsch to the following convoy who also missed the slot!

Grid square departs and a long 22 minute section to TC7 (Ian & Brian). This section included the road through Pond Hills and finished off running through the not

as map bends at Mannington Hall. The queue of cars at TC7 came up a bit suddenly but we arrived intact.

A reversed string of neutered tulips took us to TC8 (Lorraine & Linda). Had a moment of indecision through Wickmere and then several moments requiring a park up for a re-plot through Thurgarton and then again through Hanworth but we made it into the final control still on our minute.

The results showed that lady luck was still on our side as we ended up on the top step with penalties of zero fails and zero minutes. Again it was all very close at the top with Paul & Nick 2nd on zero fails and 1 minute (it can't be too long before the lady swaps her allegiance), Robert & David 3rd on zero fails and 3 minutes and Ant & Garth 4th on zero fails and 17 minutes.

Another very good night (even the weather did its bit), 12 starters, 12 crews at the finish, no lost marshals and a happy DSO. Thanks to Mark & Lorraine for organising, Richard & Margaret and the Alby Horse Shoes for refreshments, all the marshals and all the competitors who contributed towards a good night's entertainment.

The Championship is set up for a close finish to be decided on the final round, the Lyng Garage. Three crews are in with a chance, with each of the three class represented. Entries open on March 14th, make sure you get your entry in if you want a run. See you all on 30th.

Alan & Percy
Car 12



Road Rallying February Round Up

February saw the start of the 2012 Regional Championships, with two Nat B events (Bruce Robinson - Lincolnshire and Ryemoor Trophy - North Yorkshire) on the menu.

Bruce Robinson – 11th / 12th February

The first round of the EMAMC, ANCC and ANEMMC Championships, starting in Louth, finishing just outside Lincoln, maps 113, 121 & 122 and teamed up with Hugh for another outing in the MG (complete with some new shiny bits to replace the bits that went 'missing' on its last outing).

Not a good night, tyre choice was tricky with patches of hard packed snow predicted, as it happened I don't think there was a correct tyre choice – the route was about 90% covered in hard packed snow / ice and all that would have happened with more suitable tyres would have been a bigger off when the inevitable happened. The mind games were lost as we pulled into the finish car park to unload the car to be greeted by 4" of frozen snow.

The format of the event looked good, 100% plot and bash with lots of 4 and 5 minutes sections strung together to make reasonable chunks of competitive motoring.

Short run out from Louth to NTC2 to be greeted with a warning that the first section was seriously slippery (bit like pulling up to the start of the first section on the Preston to be warned that the section would be a bit bumpy!). The marshal's prediction was confirmed as we struggled to get away from the control. Hugh was never comfortable and I found it difficult to concentrate on the plotting.

Our event started off badly and

just went downhill. First section, massive wrong slot at the third junction (a 200m wrong slot turned into a 4 mile detour as we couldn't find anywhere to turn round), third section we drove past a board without seeing it (according to the results we were the only crew to miss it). Next section was cancelled but we failed to get up a hill (very little more than an incline) to TC8, unfortunately the location of TC9 was on the piece of paper handed out at TC8, guessed the route and cut to the first junction to wait for a car to follow. Picked up the route again at TC9 only to go off on a sheet of ice, towed out by spectators, Ludford airfield was good fun, then between TC17 & TC18 we were off again and decided that enough was enough. Towed out by the course closer, cut to petrol, paper work handed in and back to Norfolk.

Not a good night at all.

Ryemoor Trophy – 25th / 26th February

The second round of the EMAMC, ANCC and ANEMMC Championships, starting and finishing in Raskelf, maps 99 & 100 and more Proton power having teamed up with Paul from Malton MC.

Completely different event format to the Bruce Robinson with (very) long standard sections timed to the minute (perhaps the banning of regularity sections timed to the second was just a dream – I've still not quite got my head around the 2012 version but watch this space).

A very short run out took us to NTC2 and the start of a 28 minute section on the yellows to the north east of Easingwold. Who would have thought half an hour could pass so quickly, 20 tulips and just wiggly enough to keep the nav

busy for most of the section. Easily cleaned and the question had to be asked, where was a result coming from, we shouldn't have been worried. More of the same to first petrol in Pickering; with things getting a bit tighter and a slight hiccup costing us a minute on the last section (looking for a triangle on the wrong crossroads).

Onto the moors north of Pickering for the next mega section. A grid of tulips starting north of Cropton taking in Hartoft Moor, Rosedale Abbey, Spaunton Moor, Hutton-le-Hole, the rough Lowna white, Blakey Ridge, Harland Moor and finishing in Gillamoor. STC7, 11 crews cleaned the section and we were one of 2 crews to drop a minute.

The next section started south of Gillamoor and I had a bit of a moment with the navigation and we were lucky to only drop 2 minutes. Local knowledge defeated me as it didn't go where I thought it would and by the time I realised this we were in a maze of junctions and had to take a time out. We were also moving into a weird parallel universe, the further west we travelled the slower the marshals clocks ran. This had worked to our advantage as Paul had an extra few minutes to fix a loose sump guard.

A link section took us through Helmsley to the start of the last section before second petrol. A simple herringbone starting at Riveaulx and going via Caydale Ford, Murton Grange and finishing off with a blast down the long, straight and very fast Hambleton yellow to the control at the top of Sutton Bank. Everyone dropped at least a minute on this section.

Into second petrol just outside Thirsk with us 13th o/a on 7 minutes; the top 2 crews on 1 minute and the next 2 crews on 2

minutes. No time for a rest, just petrol and off to MTC3 just west of the A1 half way up map 99. No problems for me with local knowledge on map 99 – I have a feeling that this was to be my first visit.

A steady start to STC12 and a bit of an ego boost, not only were we one of only 6 crews to clean the section but it was defined by grid references (my absolute favourite), only 4 but it would normally be 4 too many. Everyone (apart from car 1) dropped time into STC14 north of Masham with us one of 8 crews on a single minute. So far we'd only been on the starter, after 120 miles it was time for the main course.

The regs had promised 15 miles of whites, now this is quite a significant mileage (I'd only expect between 5 and 10 on a Derbyshire event) for an event not known for white mileage. Back in a previous life when the premier Championship was sponsored by Motoring News one of the iconic Yorkshire sections (selectives run to Targa timing) was over Fountains Earth – a long car breaker of a white. Well I now had a chance to tick off another 'must do' section as the majority of the white mileage was a trip down memory lane across Masham Moor, Summer Edge and Fountains Earth Moor.

The section started just south of Masham with a little teaser around an arrowed field. The route was defined simply by grid lines, spot heights, letters crossed and NAMs, all fortunately in a decent sized font. Not content with the prospect of Fountains Earth the organisers delivered a clever little sting in the tail with a cunningly concealed avoid tucked away at the bottom of the route card. I'd like to say that I wasn't one of the ones who missed it (which meant an extra loop quite early in the section) but that would be untrue.

However one of the features of this type of event is that the route cards indicate exactly where the route check boards should be, so when your route card states RC/SGW and you come to the junction and a) there is no code board and b) there is no SGW it's time to think you've missed a loop. Fortunately the board was quite close to the junction and we spotted it quite easily. Unfortunately we also showed car 13 where the board was but you can't have everything.

It is going to be impossible to get across how rough the track over the moors was, if you get the chance have a holiday up there and walk a bit of it (good beer brewed in Masham and the tracks lie between Masham and Pateley Bridge – we went in in GS1975 and came out in GS1872). I'd say we averaged between 10 and 20 mph for 10 miles – think driving along a dry rocky river bed). Even at 30 mph that's 20 minutes of persistent pain and I doubt whether we reached 30 at any point. Car 13 appeared shortly after we joined the white, we let him pass and he was off like smelly stuff off a shovel, but in the final reckoning we dropped 8 minutes and they dropped 7, he obviously liked it so much he did an extra bit. Car 13 was the only sign of life we saw on the whole section although it was obvious that other vehicles had been through as we had a dodge a couple of exhaust systems. Once we were off the moors we still had a couple of miles of yellows to take us into STC16.

The next section was my favourite, still well shaken after the extended white I failed to spot that we were in for another long one. The hand out had 4 grid reference vias and the locations of 6 route checks. It turned out to be a 36 minute section. The first reference was fine but the second was miles away (7 squares to the right to be

exact). This required a park-up to try and get my brain re-connected; once all the references were plotted the route was obvious. The organisers had perhaps added this one to give crews a chance to recover time dropped on the previous section as we cleaned it and recovered 8 minutes.

This section also provided a bit of light relief for Paul, Using a summer time card with only 31 minutes on each row a quick glance at the clock and card half way through the section convinced me that we were OTL. In fact we hadn't actually got onto the row and by the time we arrived at the control we were only 3 minutes into lateness.

All that was left was the pudding which came as a bit of an anticlimax. After a long link section through Ripon I just couldn't get going again and a simple herringbone over the yellows and whites to the west of the A1(M) near Dishforth Airfield cost us 4 minutes – but it had been a long night.

Short run back to Raskelf and it was starting to get light. A good night was finished off with a quality breakfast and joy of joys protest free results. Finished off a very pleasing 7th o/a and 1st in class. Our main class contenders discovered that there is a very thin line between a fast safe run and an accident when they head butted a drystone wall with the usual result. We also benefitted from the retirement of 3 of the top boys so 10th probably would have been a fairer position, but we weren't complaining.

Another top event and a much better night.



March Hare 12 Car

| Car | Class | Driver / Navigator | Fails | Mins | o/a | SCCoN | KLDMC | |
|-----|-------|---------------------------------|-------|-------|-----|-------|-------|--|
| 1 | E | Bob Baker / Brian Cammack | - | 6:45 | 1 | | 12 | |
| 3 | E | Mark Banham / Paul Haylock | - | 35:33 | 2 | | 11 | |
| 4 | E | Jonathan Stimpson / Rob Henchoz | - | 42:48 | 3 | 10 | | |
| 7 | N | Ed Haylock / David Peters | - | 44:34 | 4 | | 9 | |
| 6 | E | Robert Aldous / David Mann | - | 60:54 | 5 | 8 | | |
| 10 | N | Mark Annison / Garth Collier | - | 62:58 | 6 | 7 | | |
| 2 | E | John Peterson / Peter Riddle | - | 64:34 | 7 | 6 | | |
| 8 | N | Paul Brunton / Nick Wale | - | 75:32 | 8 | 5 | | |
| 5 | E | Paul Smalley / David Smalley | 1 | 47:58 | 9 | | 4 | |
| 9 | N | Andy Congreve / Jasmin Congreve | 1 | 53:50 | 10 | | 3 | |
| 11 | N | June Pollard / Dave Pollard | 4 | 82:01 | 11 | | 2 | |
| 12 | N | Dale Lawson / Andrew Lawson | DNS | | | | | |

Hopefully someone will come up with some words for the next issue but a word of warning – if your name is in the frame for the team for 2013 check your health insurance. Last year it was Chris More who had a last minute injury and this year Dale Lawson unfortunately dislocated his shoulder on the morning of the event.

| Marshals | | | | | | | |
|-------------------|---------------------------|--------|---------------------------|-----------------------|-----------------|--------|--------------------------|
| Course Opener | | | | Alan & Ian | | | |
| Card 0 | | Card 1 | | Card 2 | | Card 3 | |
| RS | Ian Clare | MC1 | Ian Clare | TC8 | David | TC14 | Andrew Chris Laura |
| ITC1a | Sara Josh Geoff | NC2 | Trevor Alan Andrew | TC9 | Gordon Lynne | TC15 | Sara Josh |
| ITC1b | Howard Bernie David | TC3 | Andrew Chris Laura | TC10 | Geoff Maggy | TC16 | Simon Richard |
| ITC1c | Ian Gill Duncan | TC4 | Chris Simon Richard | TC11 | Bob | TC17 | Trevor Alan Andrew |
| | | TC5 | David Gareth | TC12 | David Gareth | TC18 | Christine Phil |
| | | TC6 | Bob | TC13 | David Mike | TC19 | Alan Ian |
| | | NC7 | Tony | | | MC20 | Ian Gill Duncan |
| Tibenhams Tidy Up | | | | Trevor, Alan & Andrew | | | |
| Course Closer 1 | | | | Ian & Clare | | | |
| Course Closer 2 | | | | David & Tony | | | |
| Results | | | | Ian, Gill & Duncan | | | |

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

Understanding Engineers - Take One

Two engineering students were walking across a university campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want." The second engineer nodded approvingly and said, "Good choice; the clothes probably wouldn't have fitted you anyway."

Understanding Engineers - Take Two

To the optimist, the glass is half full.

To the pessimist, the glass is half empty.

To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers - Take Three

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers.

The engineer fumed, "What's with those blokes? We must have been waiting for fifteen minutes!"

The doctor chimed in, "I don't know, but I've never seen such inept golf!"

The priest said, "Here comes the greens keeper, let's have a word with him."

He said, "Hello, George! What's wrong with that group ahead of us? They're rather slow, aren't they?"

The greens keeper replied, "Oh, yes. That's a group of blind fire fighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime."

The group fell silent for a moment.

The priest said, "That's so sad. I think I will say a special prayer for them tonight."

The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything he can do for them."

The engineer said, "Why can't they play at night?"

Understanding Engineers - Take Five

The graduate with a science degree asks, "Why does it work?"

The graduate with an engineering degree asks, "How does it work?"

The graduate with an accounting degree asks, "How much will it cost?"

The graduate with an arts degree asks, "Do you want fries with that?"

Understanding Engineers - Take Six

Three engineering students were gathered together discussing the possible designers of the human body.

One said, "It was a mechanical engineer. Just look at all the joints."

Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections."

The last one said, "No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

Understanding Engineers - Take Seven

Normal people believe that if it ain't broke, don't fix it.

Engineers believe that if it ain't broke, it doesn't have enough features yet.

Understanding Engineers - Take Eight

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess."

He bent over, picked up the frog and put it in his pocket.

The frog spoke up again and said, "If you kiss me and turn me back into a beautiful princess, I will stay with you for one week."

The engineer took the frog out of his pocket, smiled at it and returned it to the pocket.

The frog then cried out, "If you kiss me and turn me back into a Princess, I'll stay with you for one week and do ANYTHING you want."

Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"

The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."

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!

2012 Motex Honington Gymkhana - Chelmsford Motor Club

Final Results

| Rank | No. | Crew | Car | Class | Net time | Penalty | Time | Gap | I |
|------|-----|---------------------------------------|------------------------|--------------|----------|---------|-------|--------|---|
| 1 | 37 | Ding Boston / Sarah Cunningham | VW Golf Gti | B1 1 | 19:25 | +3 | 19:28 | | |
| 2 | 20 | Peter Zytkeiwicz / Barbara Zytkeiwicz | Ford Fiesta | B1 2 | 19:29 | +16 | 19:45 | +17 | |
| 3 | 21 | Tomasz Marciniak / Agata Marciniak | Honda S2000 | B1 3 | 19:46 | +13 | 19:59 | +31 | |
| 4 | 101 | Peter Skillen / Damien Rigden | Nissan Almera | B2 1 | 19:53 | +7 | 20:00 | +32 | |
| 5 | 107 | Tom Jenkins / Chris Moore | Citroen Xsara | B1 4 | 19:48 | +15 | 20:03 | +35 | |
| 6 | 102 | Adrian White / Paul Keddie | BMW 318Is | B2 2 | 19:51 | +16 | 20:07 | +39 | |
| 7 | 7 | Chris Moore / Tom Jenkins | Citroen Xsara | B1 5 | 20:13 | +3 | 20:16 | +48 | |
| 8 | 24 | Ben Griffin / Matthew Davies | Peugeot 106 Rallye | B2 3 | 20:00 | +19 | 20:19 | +51 | |
| 9 | 5 | Richard Atherton / Rob Henchoz | MG ZR | B1 6 | 20:13 | +6 | 20:19 | +51 | |
| 10 | 105 | Rob Henchoz / Richard Atherton | Volvo 142 | H 1 | 20:07 | +17 | 20:24 | +56 | |
| 11 | 27 | Maciej Knapinski / Jaromir Oleszczyk | Fiat Seicento Sporting | A2 1 | 20:17 | +9 | 20:26 | +58 | |
| 12 | 1 | Damien Rigden / Peter Skillen | Nissan Almera | B2 4 | 20:17 | +14 | 20:31 | +1:03 | |
| 13 | 113 | Robert Dudley / Andrew Dudley | Mazda MX5 | B1 7 | 20:34 | +10 | 20:44 | +1:16 | |
| 14 | 110 | Thomas Grant / Deborah Verrall | Peugeot 205 Gti | B2 5 | 20:37 | +8 | 20:45 | +1:17 | |
| 15 | 106 | Mike Thomas / Gregg Mint | Peugeot 205 | B2 6 | 20:45 | +2 | 20:47 | +1:19 | |
| 16 | 116 | Andrew Bainbridge / Alan Coombs | Renault Clio | A1 1 | 20:56 | +5 | 21:01 | +1:33 | |
| 17 | 9 | Dean Clayton / Craig Marven | Citroen Saxo | B1 8 | 20:38 | +24 | 21:02 | +1:34 | |
| 18 | 23 | Keith Lane / Martin Lane | Ford Ka | A2 2 | 20:51 | +16 | 21:07 | +1:39 | |
| 19 | 16 | Alan Coombs / Andrew Bainbridge | Renault Clio | A1 2 | 20:57 | +27 | 21:24 | +1:56 | |
| 20 | 4 | Charles Thompson / Alien Alex Jakes | Ford Puma | A2 3 | 21:30 | +11 | 21:41 | +2:13 | |
| 21 | 12 | Graham Child / Kevin Ablitt | Ford Escort | H 2 | 21:34 | +10 | 21:44 | +2:16 | |
| 22 | 104 | Alien Alex Jakes / Charles Thompson | Ford Puma | A2 4 | 21:44 | +6 | 21:50 | +2:22 | |
| 23 | 34 | Roger Dudley / Christina Dudley | Mazda MX5 | B1 9 | 21:45 | +10 | 21:55 | +2:27 | |
| 24 | 8 | James Fewell / John Parsons | Renault 5 | B2 7 | 21:39 | +20 | 21:59 | +2:31 | |
| 25 | 28 | Graham Skeggs / Paul Prescott | MG ZR | A2 5 | 22:04 | +20 | 22:24 | +2:56 | |
| 26 | 10 | Brian Grant / Thomas Grant | Peugeot 205 Gti | B2 8 | 22:08 | +17 | 22:25 | +2:57 | |
| 27 | 30 | John Wadeson / Tommy Wadeson | Fiat Cinquecento | A2 6 | 22:11 | +20 | 22:31 | +3:03 | |
| 28 | 115 | Darren Smith / Grant Podmore | Vauxhall Corsa Sport | A1 3 | 22:22 | +11 | 22:33 | +3:05 | |
| 29 | 2 | Paul Keddie / Adrian White | BMW 318Is | B2 9 | 21:52 | +43 | 22:35 | +3:07 | |
| 30 | 15 | Grant Podmore / Darren Smith | Vauxhall Corsa Sport | A1 4 | 22:29 | +11 | 22:40 | +3:12 | |
| 31 | 112 | Kevin Ablitt / Graham Child | Ford Escort | H 3 | 22:30 | +13 | 22:43 | +3:15 | |
| 32 | 13 | Andrew Dudley / Robert Dudley | Mazda MX5 | B1 10 | 22:28 | +16 | 22:44 | +3:16 | |
| 33 | 33 | Richard Lucas / Sylvia Lucas | Ford Ka | A1 5 | 22:30 | +17 | 22:47 | +3:19 | |
| 34 | 22 | Radoslaw Krmak / Tomasz Graczyk | BMW 318I | B1 11 | 22:39 | +22 | 23:01 | +3:33 | |
| 35 | 35 | Glyn Heighton / Martyn Heighton | Ford RS2000 | B2 10 | 22:48 | +15 | 23:03 | +3:35 | |
| 36 | 14 | Kevin Fisher / Daniel Warner | MG MGF | B1 12 | 22:47 | +28 | 23:15 | +3:47 | |
| 37 | 108 | John Parsons / James Fewell | Renault 5 | B2 11 | 23:07 | +32 | 23:39 | +4:11 | |
| 38 | 31 | John Peterson / Ian Graham | Austin Mini Cooper S | H 4 | 23:29 | +11 | 23:40 | +4:12 | |
| 39 | 11 | Barry Thorn / Michael Juniper | Peugeot 205 | B2 12 | 23:23 | +27 | 23:50 | +4:22 | |
| 40 | 26 | Geoff Bateman / Rob Philp | MG F | B1 13 | 23:44 | +9 | 23:53 | +4:25 | |
| 41 | 6 | Pat Tierney / Gregg Mint | Daihatsu Sirion | A1 6 | 23:39 | +20 | 23:59 | +4:31 | |
| 42 | 111 | Michael Juniper / Barry Thorn | Pugeot 205 Gti | B2 13 | 23:51 | +26 | 24:17 | +4:49 | |
| 43 | 3 | Robert Dillon / Chris Curran | Honda Civic | B1 14 | 24:08 | +17 | 24:25 | +4:57 | |
| 44 | 103 | Chris Curran / Robert Dillon | Honda Civic | B1 15 | 23:56 | +30 | 24:26 | +4:58 | |
| 45 | 114 | Daniel Warner / Kevin Fisher | MG MGF | B1 16 | 24:07 | +25 | 24:32 | +5:04 | |
| 46 | 32 | John Clayton / Chris Bickley | Austin Mini | A2 7 | 24:24 | +14 | 24:38 | +5:10 | |
| 47 | 29 | Paul Haines / Rebecca England | Peugeot 106 | A2 8 | 24:36 | +33 | 25:09 | +5:41 | |
| 48 | 18 | Scott Page / Mike Thomas | Peugeot 106 | A2 9 | 25:22 | +12 | 25:34 | +6:06 | |
| 49 | 117 | John Welton / Roy Welton | Austin Mini | A1 7 | 26:12 | +24 | 26:36 | +7:08 | |
| 50 | 25 | Piotr Kozimor / Lukasz Osiak | Peugeot 106 Rallye | B2 14 | 26:32 | +32 | 27:04 | +7:36 | |
| 51 | 17 | Roy Welton / John Welton | Austin Mini | A1 8 | 27:55 | +23 | 28:18 | +8:50 | |
| 52 | 36 | Brian Birkin / Anne Still | Ford Fiesta | B1 17 | 30:17 | +15 | 30:32 | +11:04 | |



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)



Morning Mist Half Night Road Rally

March 31st / April 1st 2012

Shepshed Auto Spares and Loughborough Car Club are organising a Half Night Road Rally on the night of March 31st / April 1st 2012 using maps 140 & 141. This event is aimed specifically at beginners and novices who want to progress from 12 cars to night rallies.

This event will run under a Clubmans Permit, which means that you will **not** need a Competition Licence.

The route will be approximately 108 competitive miles with approx. 8 miles of relatively smooth white roads easily traversable in a standard road car.

Entry is limited to 20 cars, so please book your place early.

Regulations. Entry forms and Marshal's forms are available from the Loughborough Car Club website www.loughboroughcarclub.co.uk

If you're not thinking of competing, why not come and marshal. We need you to help make the event a success. Do not be put off by any lack of experience, we will be training novice marshals.

We hope to see you there!

Chelmsford Motor Club

CADMAN 

Cadman Construction Ltd.

Honington Stages

Sunday 22nd April 2012

**Marshals & Radio Crews
Needed**

Marshals & Radio Crews Contact

Brian Hemmings

2 Davidson Close, Sudbury

Suffolk, CO10 0YU

Essex, CM3 4LS

(h) 01787 377480

(m) 07703 830704

email: marshal@honingtonstages.co.uk



The 2012 Flying Scotsman - London to Edinburgh by Vintage Motor-Car

VINTAGE RELIABILITY TRIAL

FLYING 2012 SCOTSMAN

LONDON TO EDINBURGH

Rallying Against the Clock... and Britain's Most Famous Train

Friday 20 - Sunday 22 April 2012



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

