

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

April 2012



Martin and Peter

Events in April

**Thursday
19th April**

Natter & Noggin

Ugly Bug Inn

**Contact
Howard Joynt**

**Friday
20th April**

Flying Scotsman

Norfolk

**Contact
Howard Joynt**

**Sunday
29th April**

**Tibenham
Autosolo**

Tibenham

**Contact
Martin Newson**

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Included with this edition:

**Tibenham Autosolo
Regs & Entry Form**

AGM Agenda

**Anglian AutoSOLO
Challenge**

**Tibenham Airfield
Sunday 29th April**

AGM

**The White Horse Inn
Trowse
Thursday 17th May
8:30pm**

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Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

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 19th April** for the next Natter & Noggin

Diary Dates

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
Tibham Autosolo**

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

**Thursday 17th May
AGM**

Tuesday 22nd May
Clubmans Round 4
Snetterton PCA

Wednesday 6th June
Management Meeting at the Ugly Bug Inn, Colton

Thursday 14th June
Clubmans Round 5
Tibham PCA

Thursday 21st June
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.

Friday 20th April
Flying Scotsman

Sunday 22nd April
Cadman Construction
Honington Stages

Sunday 29th April
Clubmans Round 3
Tibham

Sunday 13th May
MiddleWick Stages

Tuesday 22nd May
Clubmans Round 4
Snetterton PCA

Thursday 14th June
Clubmans Round 5
Tibham PCA

Monday 27th August
Brands Hatch
Summer Stages

Tibham Autosolo

Sunday 29th April

Round 3 of the 2012
Clubmans Championship

Norfolk Gliding Club
Tibham Airfield

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 22 nd May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 14 th June	Production Car Autotest	Clubmans	
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's (we have been rallying on Epynt) Report.

As you might realise it has only been a couple of weeks or so since the last newsletter, I/we wanted to get the enclosed regulations out to you as soon as possible. We would really like you enter or be able to help us on both of these events.

The first is the running of our Autosolo / Autotest at Tibenham Airfield. The date is the 29th April, we would like to run lots of tests which will be quite easy to follow, and the route will be through a route marked by numbered gates and some directional arrows to keep you on the correct route. There are no tight turns planned to make it a lot easier on the tyres and transmission.

The Autosolo is open to all cars which are MOTed, Taxed and insured.

The Autotest is open to the above and cars that are not taxed etc.

The minimum age is 16 years old for both events.

One of the reasons we running these events encourage everyone to join in and have a go, the tests will be simple and easy to follow, so please come along and have a go. There has been a lot of interest from the other clubs in the challenge.

Midsummer Classic Car Run 24th June.

The start this year is at Whitwell and Reepham Station for the first time, with a run out of around 80-90 miles complete with check points and places of interest along the way.

We will need the small army of helpers again so if you are not going to enter your classic why don't you come along to marshal for a few hours.

Please follow the details on our web pages www.scon.co.uk. Contact me::
Email: cjnewson32@yahoo.co.uk
Phone: on 01502 716280.

Tour of Epynt Rally March 11th

There have been quite a few changes to the car and the team since we were last out on the ranges.

Our navigator for this year is the club's membership secretary Julian Riley.

Julian has taken part in most forms of motor sport from autotests to racing with Chris Edwards in the Lotus last year, now another new string to his bow to read the pace notes on a national rally.

The car is now an 1800 instead of a 1400, we have changed the suspension to Leda form the Bilstiens we had before. We even made some adjustments to the Leda during the event which improved the high speed stability and the turn in.

I was very cautious over the high speed jumps as I was not too sure if it would try to jump off the road when it landed on the new set-up, but I should not have needed to worry as it was as steady as a rock.

On Saturday morning Julian and I left Adrian and Phil to check the car over and finish off one or two jobs which I had not quite finished in time. As we arrived at Dixies at around 10.00 to find it covered in

thick fog, one of the worst driving conditions and not the best way to learn about the roads and pace notes. As we dropped in elevation the fog lifted and our confidence improved.

With the notes checked it was a short drive into Llandovery for signing on etc. I had thought the car was a lot noisier with the 1800 engine in but it sailed through the noise check and scrutineering.

When we got back to Clive's we made a last few checks while Julian checked the notes and got ready for dinner and then to bed ready for an early start.

We decided to leave quite early as the space in the service area is very tight and with over 100 cars and supporting crews, some were going to be on some very rough ground.

We soon settled in the service area and prepared ourselves for the event ahead; checking the intercom worked and the seat belts etc were set to suit us and not the service crew.

All of the stages flowed through very well with no real problems and Julian coped well with his first taste of reading pace notes. The car behaved very well we even had the confidence to change some suspension setting during the day, apart from that we only had to add a little petrol now and again.

At the end of the day we managed a reasonable 54th overall and first in class.

We even got in the action on Motors TV we were shown three times during their coverage.

Marshals Post

David Bell

Upcoming club events – Tibenham Autosolo, Snetterton Production Car Autotest, Tibenham Production Car Autotest

Other clubs:

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

Middlewick Stages on Sunday 13th May at MOD Woodbridge (near Ipswich) organised by Middlesex County Automobile Club and Green Belt Motor Club

Brands Hatch Summer Stages on Bank Holiday Monday 27th August at Brands Hatch Circuit 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.scon.co.uk/SCCoNMarshals.htm) for any readers that are interested and have internet access

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

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)

Tour of Cheshire

This was the first round of this year's HRCR Clubman's Historic rally championship and always the one with the biggest entry; this year with a full 75. Jim and I were seeded #8 between two Porsche 911s not bad for an MGB. I was thinking that if we could maintain our seeded position as a result it would be very good and anything above would be a bonus. We finished 24th overall which was definitely not in our game plan.

The short story that follows will explain.

With the long winter behind us and the car receiving an overhaul at Canada Garage we set out on a few Regularity practice runs to get the old grey matter working. I create a circular route with speed changes and intermediate controls and we have a run around to get back into the rhythm. We had a few ups and downs but we made some progress. On one of the outings the Trip-meter stopped working so off it went to Mark to see if he could find the trouble. Of course by the time it was there all was fine and dandy and no problem could be found - hmmm not good. Anyway off we went to Cheshire, scrutineered OK and calibration run OK so ready for the fun to begin.

In an attempt to make our progress on tests a little better we decided to adopt a new pace note system of "my side", "your side" rather than left and right which seemed like a good idea to try. So I spent the evening before the event marking up the test diagrams with the appropriate notes. There were to be 12 tests and eight Regularities. Navigation hand-outs for Reg. 1, 3 and 8 were given out at Signing-On so I had some pre-plot to do also.

Two Regularities to start with and then a test, Regularity, and two

more tests before coffee – all very civilised. Just so we did not get bored waiting for tests to start we were given the navigation for Regularity 2, 4 and 5 as we left the start and then for 6 & 7 as we left morning coffee.

The first Regularity caught out a couple of top ten crews and they missed the second ITC of the day, which gave us a bit of a scare when the car seeded behind suddenly appeared in front having missed a fairly long loop. This "scare" was compounded by getting a 32 second early penalty at the next ITC – very strange, but in the heat of the moment I thought we were late and not early for some reason. Unbeknown to us at the time this was the beginning of the trip-meter malady re-appearing.

Never mind not a disaster and the second Regularity seemed to go OK, but the first test did not go quite so smoothly and we were 10 seconds off the pace as I struggled to get the new words out quickly enough. Straight into Reg 3 and all seems well until a manned secret check on a LWT about 300 yds before the final ITC caught us out and we were 9 seconds late at the control.

Next it's the first of two tests around Beeston Cattle Market grounds, usually very good with a mixture of gravel and concrete to keep us focussed. The first wasn't too bad, but we slid across the final stop astride and picked up a 10 second penalty for our sins. No time to worry though as we go straight into Test 3. This was not so good as we went the wrong side of a cone and picked up a maximum – the new pace notes were really not flowing quickly enough.

It's now time for a breather and a chance to catch up on some

plotting while Jim brings me a nice cuppa, and then it's off to the third Regularity. This was going fine until our timing went astray and we picked up a 26s early at the third ITC – that trip-meter again, although we still had not twigged, so we were a little unsettled as we went into the next two tests.

These were on tarmac around a car park complex at a small business park. Again they were both disastrous for us. We missed a hairpin loop just before the flying finish on the first one and then missed a loop around a cone on the second, picking up two maximums – so that made it three in a row – not good and the atmosphere was now getting a little tense in the car. Just a few miles transport run back to the Cattle Market for an acceleration Test based on one from the very first RAC Rally in 1932. It had an 8 second bogey and surely we could not go wrong – and we didn't – hooray time for lunch and a regroup.

Out from lunch into another test on the Cattle Market and this time it's better with no mistakes but still a little off the pace. The afternoon may be looking up. A few miles transport to the next Regularity and as we set off the trip continues to read zero – oh b***er! Never mind Jim's very good at driving at a particular speed so an easy time for me and our penalties are 4, 8, 3 and 1 at the four controls – pretty good considering.

The next three tests are run through a vast semi derelict industrial complex with a fairly flowing character over a mixture of concrete and gravel – no mistakes apart from believing the time collection point of one test turned out to be the start of the next – if that makes sense. We are still not running with 100% confidence but making progress.

With Regularity seven next up and still no trip it's going to be another challenge. All goes OK until we pick up a tractor and muck spreader going our way and not about to move over. The frustration builds and we miss a slot left a few yards before a T junction as the tractor goes down it and Jim sees the bigger road and makes a bee-line for it thinking the tractor is turning into a gateway. While we are turning around Car 9 slips through and has the pleasure of trying to intimidate the muck spreader man. Eventually it turns into a field and we rush off but cannot make up the time lost. The only saving grace is that a Competitors greatest lateness is dropped from the results to cater for just this sort of hold up. Another short uneventful Regularity follows where Jim manages a 3 and 0 at the two

controls before a transport section through a village where I lived in the late 60s. Any local knowledge I may have had then has now well and truly gone.

We are now back at the site of our double maximum in the morning for what turns out to be both tests joined together to make one long one. We get through this without any major foul ups so we are making some progress although still with some hesitation as I still struggle with the notes and we are still not "on song" yet.

Now for the sting in the tail; the final long Regularity with five speed changes and seven controls before heading back to the Cattle Market for a final test. Still no trip meter although it teases us a couple of times by working periodically, but it's safer to just go

with Jim's instincts – maximum penalty being a 22 and best being a "0"!

Although the last test notes are written in the new format I soon fall back into my old ways and we start to make some impression. In fact we thoroughly enjoyed ourselves and finished on a high – still not as quickly as we should have been but a much reduced deficit and something to work on.

The good thing about a poor rally is that we can get the car on the trailer say our "good byes" and set out early for the drive home, and look forward to the next outing in Yorkshire on April 1st.

Jim and Ian

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

2011 / 2012 12 Car Championship

All over for another year

1st o/a Alan Shrimpton / David Bell

2nd o/a Rob Henchoz / Amy Henchoz

3rd o/a Chris More / David Smalley

1st Expert Alan Shrimpton / David Bell

1st Intermediate Ant Liddle / Garth Collier

1st Novice Rob Henchoz / Amy Henchoz

<i>Date</i>	<i>Event</i>	<i>Organiser</i>	<i>1st O/A</i>
Friday 30th September	P & H Novice	David & Katy Leckie	Chris More / David Smalley
Friday 28th October	SCA Race and Rally	Jonathan Stimpson David Burlingham	Alan Shrimpton / David Bell
Friday 25th November	Waveney Mushrooms	David Mann Robert Aldous	Rob Henchoz / Amy Henchoz
Friday 27th January	Your Ideal Shop	Howard Joynt Bernie Fox	Alan Shrimpton / David Bell
Friday 24th February	Canada Garage Motorsport	Mark & Lorraine Annison	Alan Shrimpton / David Bell
Friday 30th March	Lyng Garage	Chris More David Smalley	Alan Shrimpton / David Bell
Who wants to organise one next year?			

12 Car Round 6

Lyng Garage

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
1	E	Alan Shrimpton / David Bell	2	17	1	
7	N	Rob Henchoz / Amy Henchoz	3	13	2	1
10	N	Jonathan Stimpson / Graeme Aldridge	3	14	3	2
3	I	Ant Liddle / Garth Collier	3	30	4	1
6	N	Paul Brunton / Nick Wale	4	7	5	3
2	E	Robert Aldous / David Mann	5	26	6	1
12	B	Pat Headland / Tony Headland	5	30	7	1
11	N	David Daniels / J Ward	8	22	8	4
8	N	Dale Lawson / Andrew Lawson	15	26	9	5

Thanks to Chris, Paul & David for organising, Dennis for sponsoring and all the marshals: Richard (Scrutineering), Chris, Paul & David (Signing On), Ian & Clare (TC1), Ian & Duncan (TC2), Mike & Richard (PC), Julian & Sara (TC3), Martin & Christine (TC4), Trevor & Alan (TC5), Katrina & Debbie (PC), Dan & Chris (TC6), Jod, Kate & Pat (TC7), David & Gareth (TC8), Peter & Phil (TC9), Ian & Duncan (TC10), Julian & Sara (TC11), Richard & Mike (TC12), Martin & Christine (TC13), Ian & Clare (Course Closer), Peter (DSO), Paul (Results).

Final Championship Positions after round 6 (top 12):

o/a	Driver	1	2	3	4	5	6	Total
1	Alan Shrimpton		12	7	12	12	12	55
2	Rob Henchoz	11	10	12		7	11	51
3	Chris More	12	9	4	10	8	10	49
4	Ant Liddle	8	6	9		9	9	41
5	Paul Brunton	4	11		6	11	8	40
6	Robert Aldous	9	5	8		10	7	39
7	John Peterson	10	3	5	9	5		32
8	Dale Lawson	5	4	6	5	4	4	24
9	David Daniels				11		3	14
10	Trevor Addison	6	7					13
11	Rob Kitchen			11				11
12	Simon Hatfield			2	3	6		11

Navigator	1	2	3	4	5	6	Total
David Bell		12	7	12	12	12	55
Amy Henchoz	12	9	12	4	7	11	51
David Smalley	12	9	4	10	8	10	49
Garth Collier	8	6	9		9	9	41
Nick Wale	4	11		6	11	8	40
David Mann	9	5	8	4	10	7	39
Peter Riddle	10		10	8			28
Andrew Lawson	5	4	6	5	4	4	24
Jonathan Stimpson			8	11			19
Graeme Aldridge	7					10	17
Tony Headland				7	3	6	16
Andy Hayward	6	7					13

L yng Garage 12 Car

Yet another good turnout of competitors and marshals gathered at L yng Garage in L yng for the 6th and final round of the 12 Car Championship for a run on maps 132 & 133 with a new organising team of Chris, Paul & David. The evening started off with a run out to the first control (Ian & Clare) which was good news removing the potential embarrassment than can result in running at car 1.

Numbers (spot heights and a grid reference) took us to TC2 (Ian & Duncan). Now I'm pretty poor at grid references and tonight showed no improvement; the reference should have sent me through a lay by near Bintree; sadly my plot was out by about 500m; I realised that we must have missed a board but were certain we hadn't driven past one; isn't hindsight a wonderful thing? First section and I was fairly confident that we had a fail already, had the Lady jumped ship?

Another string of numbers took us to TC3 (Julian & Sara). Grid lines were the conclusion after a bit of a think at the first junction.

Clock face junctions took us to TC4 (Martin & Christine) on the very bumpy 'yellow' into Tittleshall.

Six grid references for a 2 mile section took us to a very dusty TC5 (Trevor & Alan). The correct route should have wiggled around Tittleshall but even after three park ups to plot and re-plot we must have covered most of Tittleshall twice and we had moved into calendar territory for time loss.

Spot heights, grid line numbers and a church took us to TC6 (Dan & Chris) plus a couple of grid references (avoid and LWT)!

A mega string of YWY etc took us to TC7 (Jod, Kate & Pat) and what a jolly section it was. A wrong slot at the first junction entertained Paul & Nick who were parked up plotting (surprisingly they were the only crew to sneak past in the Tittleshall fiasco although we had done our best to run them off the road as we met on a very narrow yellow on one of my erroneous loops!). A very helpful YYYY.74 clue soon pointed out the error of my ways and we set off in pursuit of Paul & Nick. Onto the A47 and a hunt for a lay by followed by a hunt for the entrance to long white loop through Corbett's Lodge to finish just before the A47.

A couple of roman numeral spot heights took us to TC8 (David & Gareth) but why was there a depart direction from TC7? Another moment of carelessness cost us another fail as the significance of the extra information passed me by!

Time recovery at TC9 (Phil & Peter) and then two spot heights took us to TC10 (Ian & Duncan). This section included a new white Wendling bypass over the A47 through The Grange.

A circular herringbone took us to TC11 (Julian & Sara). There didn't appear to be any clues but it did include whites which made it a bit easier but the bone had an extra bit tacked on the side. This turned out to be a bridge that the route first went over and then went under – obvious if you spotted it – not so if you didn't.

Grid square departs took us to TC12 (Mike & Richard).

Grid square in and outs took us to TC13 (Martin & Christine). Now for some reason this type of navigation turns my brain to mush.

There is absolutely no logical reason as to why, even in order I struggle, out of order and I need a long park up. Got it plotted and then half way round I get the dreaded 'are you sure' from Alan as Paul & Nick disappeared up a different road but no, it may have taken a while but I was confident that we were right. First car into TC13, but gut instinct was that the result would be decided on fails.

Off to the finish where Chris joyfully informed me of my boo-boo at TC7 and then the gloom was complete when David confirmed that we had indeed missed a board in the lay by on the first section. Oh well, the Lady had definitely left for pastures new.

Very surprised to come out on top as other crews made more mistakes than me, she was still lurking. We picked up the 2 fails and time wise we dropped time at 3 controls. The plotting fiasco into TC7 cost eleven minutes. The wrong slot and a couple of plotting breaks cost 5 minutes into TC7 (struggled to find the lay by on the A47 and had a bit of another wrong slot into a field looking for the entrance to the long white). A lack of concentration meant a missed slot off the A47 and another sloppy minute at TC8.

Good event, good route and a fitting conclusion to this year's Championship.

The final Championship positions should be found somewhere fairly adjacent to this.

Alan & Percy
Car 1



Road Rallying March Round Up

Percy

Lonsdale Belt – 17th / 18th March

The third round of the ANCC and ANWCC Championships, starting and finishing at the Burton-in-Kendal M6 Services, maps 96 & 97 and teamed up with Hugh for another outing in the MG (under strict instructions to return the car in one piece as his last two visits to map 96 have ended in tears).

Three regional championship events so far this year and three completely different formats. Bruce Robinson 100% plot and bash with (very) short standard sections timed to the minute, Ryemoor Trophy 100% plot and bash with (very) long standard sections timed to the minute. Lonsdale Belt 100% pre-plot with short and long standard sections timed to the minute and to the second and yet another game of three halves. Why is the Lonsdale Belt allowed to run sections timed to the second when the first two events couldn't – well it's all down to the permit applied for – entry fee for the Lonsdale Belt £80 for 170 miles – entry fee for the Ryemoor Trophy £75 for 170 miles. MSA permit (Insurance bit) per car - timed to the second £16.85 - timed to the minute £4.50. Personally I'd be quite happy to see an extra £10 added to the entry fee to allow 'official' timing to the second instead of the secret squirrel stuff tried out on events restricted to timing to the minute.

Obviously pre-plot involves loads of map references – not my favourite navigation. In this case we were given an hour and a half to plot and get to the start at Newby Bridge. Without giving away too many trade secrets about a well known horse rider and rally driver's unorthodox efforts at getting into the driver's seat in a rally car through the boot and then exiting through the

driver's window (but it would have been an instant sensation on YouTube) I was unable to do the plotting in the office. Even with the distractions of having to sit in Burger King I still had enough time to do the plotting and do a complete check before we set off for Newby Bridge.

With the plotting done the three half theme emerged. First time card 10 sections, 4 minutes each, timed alternatively to the minute and to the second. Second time card to petrol 10 longer sections with one or two link sections with the important ones timed to the second. Third time card 6 sections with 3 very long sections timed to the second linked by 3 short transports. The first two time cards basically used the same classic Lakeland fell roads as the 2011 Illuminations with the final time card running on the maze of moorland roads to the west and east of the M6.

The 2011 event was a cracker, could this one live up to expectations. A little bit of lateral thinking and a few words from the CoC in the queue at the start in Newby Bridge ensured that everyone was going to drop time on the first section timed to the second and an alleged typo 'corrected' at the official drivers briefing ensured that everyone was 'almost certainly' going to drop time on the last section were clues that it might.

We were given a bit of an indicator that we might be in for a frustrating night as running at car 15 we were surprised to find a gap at car 13 in the queue for TC2 (the run from TC1 in a garage just outside Newby Bridge) was a half a mile on an A road, slot right, 200 metres slot left. Just as car 14 set off car 13 arrived and took off on the same minute as 14. We were to see an awful lot of car 13

throughout the night.

Control procedure was to wait outside the control until your due time (or 1 minute early on sections timed to the minute but for sections timed to the second you would be timed on passing the control board). Manned Passage Checks / Secret Checks required the marshal to print their name in Block Capitals and then sign for any Code Boards – just another method of taking time out of you.

TC1 to TC10 looped through Grizedale Forest up the west side of Windermere to Hawkshead and then back down the east side of Coniston to Lowick Bridge. We were fine up to TC3 but then we picked up the tail lights of car 13. Unfortunately the roads were too narrow for easy overtaking and the time taken at controls and checks meant that overtaking at controls was out and it became very frustrating waiting for marshals to process car 13. There was nothing that car 13 could do about it and they did let us pass at the first real opportunity but I could see from the time card that we would be seeing them again. Looking at the results the only serious damage was a minute at TC4 and only odd seconds up to TC7.

Across the A5084 onto Kendall Ground (the scene of our 2010 Illuminations exit). Joy of joys after a steady clear run we were clean, bit of a relief to be honest. Onto Jackson Ground and another clean section. The next section came with a hand out annotated with NAM for the next 5km to take us over Hardknott Pass. All I can say is that the combination of two tubbas and 1400cc and 2 miles of tight 1 in 4 uphill hairpins was never going to result in a clean section. Everyone dropped time and we were quite happy with a mid-table 1:20. More hills on the next couple of sections but we

were on a roll as we cleaned Birker Fell and Thwaites Fell. There was a longish run down the coast to Grizebeck for a final cleaned section over Osmotherley Moor into petrol at Penny Bridge.

Only time for a top up petrol although the results were being handled the old fashioned way and by the time we left Hugh announced that we were 11th o/a on 9:06 and 2nd in class with 1st o/a on 3:53 and 1st in class 9th o/a on 8:11. Link section to Haverthwaite and a chance to revisit the scene of our 2008 Illuminations exit. And yes, you've guessed car 13 was back, but at least he was 2 minutes in front at TC22.

Clean section to TC23 and a clean pass of car 13, but a transport section to TC24 and he was back in front again. TC24 to TC25 and the only real hiccup of the night for the organising team. Apparently the marshal at TC24 was late and missed the first three cars. We were oblivious to this as had we known we would have assumed that the section would be scrubbed but off we went on a 12 mile section running from Witherslack following the west bank of the River Winster to finish just outside Bowness-on-Windermere. This was a section that sent many of the Novices towards OTL as it was very easy to wrong slot without realising as all the roads were good 'rally' roads. We didn't see car 13 but we did meet the class leader travelling at a fair rate of knots against rally traffic which looked good for our class position. The start of the section featured a quite rough white which was well out of character and near the end used a white slot off the A5074 just outside Winster, The marshal at TC25 broke the news that our efforts had been in vane as the first three cars had just driven straight to TC25 and the section would be scrubbed, (At the finish the CoC said that the first three

cars would be given a notional time of 2 minutes and other times would stand which was fine by us as we'd dropped 2 minutes but the results show no penalties at TC25). Back to 2nd in class we assumed.

A short link section took us to the penultimate section, a five miler which unfortunately had been affected by a 'last minute PR problem' requiring a 5 minute dead section resulting in everybody dropping at least 2 minutes.

Just the one competitive section left and what a section it was. The original route card had it down as 25 miles (50 minutes) but the briefing amendment changed the time allowed to 30 minutes. The section started on the A685 near Grayrigg and used all the yellow roads in the triangle formed by the A683 to the east and the M6 to the west, the A65 to the south. The section was titled 'The Sting in the Tail' and the original 25 mile was probably the more realistic mileage. The section was defined by 10 grid references and 8 spot heights and as they say in posh circles was a bit of a 'hoot'.

For most of the night the nature of the roads (I'm not certain that the boys and girls from the OS were using the correct surveys when they put the map together) meant that my role was mainly spent holding the time cards and watching the countryside pass by in a blur. However the 4km bit of tarmac running to the west of Sedbergh past Fox's Pulpit was a serious eye opener – I've been on roads with NAM bends and junctions but this stretch looked fairly innocuous on the map but in the car it isn't! As expected everyone dropped time with the eventual winners on 3 minutes to our mid table 8.

All that was left was a short run back to the services for breakfast and results.

The talk over breakfast concerned the possibility of a bit of skulduggery by one of the top crews on the final section. The puzzle was how does the car starting on the minute behind you take 2 minutes out of you finishing a minute in front of you without overtaking you assuming that you have followed the correct route. Now the big downside of pre-plot is that the route is available to non-competitors (the main reason that the MSA does not like pre-plot), so you could theoretically give the route to your mates and get them to drive round a loop noting code boards and then it only needs a couple of mobile phones. Who cares, it all seems a bit petty and oh so obvious. I seem to remember the crew in question may also have been involved in a bit of controversy at the end of last year's Drystone.

Back to the results; we were quite happy with 9th o/a and 1st in class. Even after the scrubbing of penalties at TC25 we were still 9 minutes ahead of car 12 who ended up 2nd in class and 10th o/a. Car 13 may have cost us one place but our 20:06 was still a long way off the 8:53 of the winners.

The thin line between the highs and lows of rallying was well illustrated as a very second hand looking Peugeot was returned to the services after finding out the hard way that cutting the hairpins on the descent of Hardknott is not a good idea.

The privileged few were also entertained to a re-run of that soon to be trademarked method of entering a rally car through the boot, oh how I laughed!



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

Dual Permit Clubman Autosolo and Autotest

Round 4 – Tuesday 22nd May

Production Car Autotest (Sealed – Snetterton)

Round 5 – Thursday 14th June

Production Car Autotest (Sealed – Tibenham)

Round 6 – tbc

Dual Permit Clubman Autosolo and Autotest

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 a dual permit Clubman Autosolo and Autotest at Tibenham

Round 6 will now be a dual permit Clubman Autosolo and Autotest at a venue tbc

Anglian AutoSOLO Challenge

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.

(Update:- The events will run under a dual Clubman AutoSOLO / Autotest permit allowing non-taxed or insured cars to enter. AutoSOLO cars MUST be driven to the event. Autotest cars MAY be trailered to the event.)


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 dependent 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.

Regulations are available for the first two events

SCCoN	Sunday 29th April	Tibenham Autosolo and Autotest
WSMC	Sunday 20th May	McCullough's Waterbeach Autosolo and Autotest

Miscellaneous



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

The illustration depicts a vintage open-top motor car with license plate 'LTE 209' racing on a road. In the background, the Flying Scotsman steam train is shown crossing a bridge over the road. The scene is set in a mountainous landscape with snow-capped peaks under a cloudy sky. The car is kicking up dust and motion blur is used to convey speed.

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



Welcome to the South Suffolk Classic a tour organised by Eastern Counties Motor Club and West Suffolk Motor Club to raise money for the East Anglian Air Ambulance and sponsored by KERRIDGES of Needham Market and wasteresources.co.uk.

The time schedule will be flexible enough for participants to decide for themselves whether they wish to take their time and enjoy the facilities of the checkpoints or motor on and get to the show in time for more of the attractions there. A time schedule for the show will be included with final instructions.

To be classified as a finisher participants must obtain signatures at all checkpoints including the start, three intermediate checkpoints, the "in" control at the South Suffolk Show and the "Final" control in the Grand Ring where finishers mementos will be presented..

The start will be at Nowton Park, to the South of Bury St Edmunds and cars will be flagged away from 08.30 with oldest cars first. From Nowton you will travel Northwest to the first checkpoint at Denny Abbey and Farmland Museum which is just off the A10 near Waterbeach

From Denny Abbey you will continue via the outskirts of Cambridge and through Newmarket to our second checkpoint at Lanwades House which is now the home of The Animal Health Trust

The entry fee has been held at £30 per car in anticipation of a full entry but we invite you to pay more if you wish, in the knowledge that all extra will go straight into the East Anglian Air Ambulance fund.

Please get your entry in early so we can include you in the South Suffolk Show souvenir programme. To help us with promotion a photograph of your car would be appreciated if your car is new to the event.

If you would like to take part, please complete the attached entry form and send it with a cheque for £30.00 (or More) payable to "Eastern Counties Motor Club Ltd" to our entries secretary:

Ann Burchnall, Canes Farm, Burstall, Ipswich, Suffolk, IP8 3EA
Phone: 01473 652262 or Email: info@southsuffolkclassic.co.uk

The closing date for entries is 29th April 2012. Late Entries may be accepted up to 10th May 2010. We will try to acknowledge entries by Email or by a quick phone call during the week of receiving your entry. The final instructions will be sent out during the week before the event.

We look forward to meeting you for an enjoyable days motoring.

Yours sincerely Keith Pettitt, Secretary of the Meeting

@classiccarrun

www.southsuffolkclassic.co.uk

twitter.com/classiccarrun



IPB Motor Services **MiddleWick Stages** **13th May 2012**



Founded 1905.

Middlesex County Automobile Club Ltd and Green Belt Motor Club are delighted to invite you back to MOD Woodbridge for the fourth running of the MiddleWick Stages rally. As in previous years, we have planned 8 stages of around 6 - 8 miles each and, although based on an old airfield, the buddleia bushes and road layouts enable us to create some interesting stages without using much of the runway.

This year we welcome IPB Motor Services as a sponsor of the event. Proprietor Ian Barnard has been involved in Motorsport for the past 7 years. His Garage based in Chingford, London E4 is now entering its 23rd year in business doing anything from MOTs on cars, minibuses and vans; to servicing, mechanical and welding repairs, and of course competition car preparation. With highly trained, friendly staff IPB Motor Services is ready to tackle any problem big or small, whether it be in the workshop or in the service area! Many of you may have seen Ian about on events, as he is an active competitor in his 1400cc Nova with his son Will usually navigating.

Scrutineering and documentation is available on the Saturday evening at The Holiday Inn, London Road, Ipswich, IP2 0UA and we have also been able to negotiate a very competitive twin/double room rate of £70.00, including a full breakfast that will be served from 06.30. Those wishing to stay overnight should contact the hotel direct by telephone on 01473 786705 or 01473 786741 or by email to kim.roberts@ihg.com, quoting "MCA" and the date in order to benefit from the discounted rate.

This year we are again supporting our usual charity - the **Lynda Jackson Macmillan Centre** for Cancer Support and Information at Mount Vernon Hospital (LJMC) - together with Isabel Hospice at Welwyn Garden City. We hope you will give generously to these worthwhile causes.

The Regulations and Entry Form can be downloaded from the event web page - www.middlewickstages.co.uk - and we ask that wherever possible an e-mail address is given for acceptance, finals etc. Obviously, if you have no means of obtaining the Regulations or other information electronically, we will still be more than willing to use the normal mail services.

Naturally, if you are unable to compete on the event, your services will be welcomed as a marshal. Contact either of the Joint Chief Marshals, Eris Robertson on 07865 058233 or John Davie on 01525 405521, to offer your assistance or by E-mail: marshals@middlewickstages.co.uk. Alternatively, complete and return the form in these regulations.

We look forward to seeing you at Woodbridge.

FOR UP TO DATE INFORMATION VISIT
WWW.MIDDLEWICKSTAGES.CO.UK



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





Championship
Coordinator:
Andrew Hall,
P.O. Box 1445,
Sutton Coldfield,
West Midlands,
B76 1WW



THE STORY SO FAR...

2009 MSA Asphalt Rally Champion Melvyn Evans returned to the series in fine style to win the Tour of Epynt, the opening round of the 2012 Championship in his Subaru Impreza WRC. Accompanied by Aled Davies who was victorious with Steve Simpson last year, Evans began the day with an incorrect tyre choice for the opening couple of stages but, having moved on to some softer rubber, set about reeling in the opposition to head the points table at this early stage.



The largest entry for years – 109 – included 75 Championship-registered crews who were led away from the start on the Epynt Military Ranges by Steve Simpson, co-driven this time by Patrick Walsh, in his Impreza WRC. Next was defending Asphalt Champion Damian Cole, with Dave Engwell ensconced in the passenger seat of his Ford Focus WRC for this event. It was a one-off appearance by Engwell who finished third overall in the 2011 Championship with John Indri but who is unable to commit the time to it this year. Having led after the first couple of stages, Cole/Engwell were forced to give best to Evans but should be well-pleased with runners-up spot in such erudite company.



Another former Epynt winner, Peter Lloyd had the experienced Ryland James to guide his familiar Impreza to 3rd place, while Simpson/Walsh were fourth this time.

John Indri/Janice Moore brought their Darrian T90 GTR back to the Llandoverly finish in 5th to take a class win and maximum points in the newly-instigated Millington Darrian Challenge. Rounding off the Top Six were Championship newcomers Paul Bird/Kirsty Riddick (Ford Focus WRC) who acquitted themselves very well on their first visit to the area. Mark Morgan/Tony Fisher won the battle of the Group N crews, their Lancer finishing just inside the Top Ten, with second-place Asphalt Championship class points going to Rob Tout/Dan Holley in their EVO9. The T90 GTR of Washington James/Llinos Jones-Davies took the second Millington Darrian award, while the Mark IIs of Graham Hollis/Alan Jones and Steve Cressey/Sam Collis were first and second respectively in the Escort Challenge.



Also new for 2012 is the AB Motorsport Peugeot 205 Challenge, with Tim Daltry/Emma Morrison getting the better of Craig Jose/Nigel Hewett in the points on this particular occasion.

The John Horton Motorsport Management 'Star Performer' trophy was awarded to Wiltshire's Stuart Spyer who, ably assisted by Peter Williams, won the 1300cc class in his Vauxhall Nova – by ten minutes!... Other Championship registered class winners on the day were Kevin & Charles Tappin in their 1600cc Escort, Graham Butler/Jamie Vaughan (Ford Puma), Martin Newson/Julian Riley (MG ZP) and Chris Wheeler/Yan Griffiths (Ford Fiesta MS1).

Continued...

THE POINT IS...

With so many new registrations at Signing-On for the Tour of Epynt, it was almost inevitable that a few errors crept into the Championship points tables that were circulated to the e-mail addresses quoted on your registration forms within 48 hours of the finish. So, we have reissued them but please remember that, like results, points also go final. However, we do allow ten days from their publication to receive and deal with any queries that may arise. The full table is available on the Championship website – www.asphaltrallying.com



LIGHTS, CAMERA, ACTION!...

Having proved to be such a popular addition to the Championship last year, we are delighted that, through the good offices of our sponsors and a group of other benefactors, the film crew from 'Special Stage' are recording the action on each round for future broadcasting on Motors TV – the Tour of Epynt programme is scheduled for Friday 30th March at 21.30.

TECH MESSAGE...

FUEL-SAMPLING - The MSA has intimated that it fully intends to carry out fuel-sampling on various Championships/events during the year and, therefore, once again we remind you that all cars competing in the MSA Asphalt Rally Championship must be equipped with the facility to enable a fuel sample to be taken. For fuel-injected cars the facility must be a dry-break fuel sampling coupling, approved by the FIA, and competitors must carry and make available a 300mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached. See J5.13.7, (page 145). It will be the competitor's responsibility to supply the fuel sample if requested.

MUDFLAPS - These MUST conform to R48.1.12 (page 307) - this includes WRC cars and classes A8, B13 & B14.

HOMOLOGATION PAPERS for ALL FIA class cars (including Historics) MUST be carried in the car at all times whilst on events.

NUMBER PLATES – These MUST conform to Construction & Use Regulations.

SECONDS OUT, ROUND TWO!...

Regulations for the second round of the MSA Asphalt Rally Championship, the MANX NATIONAL RALLY, have been published on their website – www.manxautosport.org Split into its customary two legs, the event takes place on 11/12th May. The Entries Secretary is Hilary Moore –
Tel: 07624 477152 E-mail: manxnationalrally@manx.net

Championship Travel Agent Just-Ferries will be pleased to help. Speak to Craig Thorley – Tel : 01759 301010 E-mail : info@just-ferries.com

Voted 'Best Event in the Championship' in 2011, details of the JIM CLARK NATIONAL RALLY (1st/2nd June) are now available. Based at Kelso Racecourse once again, the only closed-road rally on mainland UK offers 100 miles of top quality stages in the Scottish Borders and, finishing at 6.00pm on the Saturday, does give competitors the opportunity to return home that evening. The Entries Secretary is David Malthouse – Tel: 07792 226914 E-mail : entries@jimclarkrally.com



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