

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2012



photo courtesy of Sam Wadeson

Tibenham Autosolo and Autotest

Events in May

**Thursday
17th May**

AGM

The White Horse Inn

**Contact
David Leckie**

**Sunday
20th May**

**Waterbeach
Autosolo and Autotest**

Waterbeach (nr Cambridge)

MARSHALS REQUIRED

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Included with this edition:

Tibenham Production Car Autotest Regs & Entry Form

Anglian AutoSOLO
Challenge

Waterbeach Barracks
Sunday 20th May

AGM

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

Editor

Martin Newson
01502 716280

Spotlight articles should be emailed to:
cjnewson32@yahoo.co.uk

or mailed to:
Spotlight,
32 Queen Elizabeth Drive,
Beccles,
Suffolk
NR34 9LP

Contacts

President **Pat Ward**

Management Team

Chairman **Martin Newson**
cjnewson32@yahoo.co.uk
01502 716280

Vice Chairman **Howard Joynt**
howardjoynt@googlmail.com
07917 060052

Club Secretary **Richard Johns**
anna.richard@tiscali.co.uk
01692 538629

Treasurer **Lynne Wellbelove**
lynnewellbelove@btinternet.com
01953 483640

Competition Secretary **Mark Annison**
lorraine.annison@btinternet.com
01263 513052

Social Secretary **Howard Joynt**
howardjoynt@googlmail.com
07917 060052

Membership Secretary **Julian & Sara Riley**
01953 850808

Child Protection **Christine Newson**
cjnewson32@yahoo.co.uk

Web / Chief Marshal **David Bell**
percy@sccon.co.uk
01603 720871

Company Secretary **David Leckie**
01603 893294

Committee Members **Trevor Addison**
Bernie Fox
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 21st June** for the next Natter & Noggin

Diary Dates

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

Thursday 17th May AGM

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

Thursday 14th June Clubmans Round 5 Tibenham PCA

Thursday 21st June
Club night at the Ugly Bug Inn, Colton

Sunday 24th June Midsummer Vintage and Classic Car Run

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

Thursday 19th July
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.

Sunday 13th May
MiddleWick Stages

Sunday 20th May
Waterbeach Autosolo

Thursday 14th June
Clubmans Round 5
Tibenham PCA

Sunday 17th June
East Anglian Classic

Sunday 24th June
Midsummer Vintage and
Classic Car Run

Monday 27th August
Brands Hatch
Summer Stages

Tibenham Production Car Autotest

Thursday 14th June

Round 5 of the 2012
Clubmans Championship

Norfolk Gliding Club
Tibenham 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
?	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 14 th June	Production Car Autotest	Clubmans	David Bell
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
?	Autosolo	Clubmans	
Thursday 19 th July	Club night		
Thursday 16 ^h August	Club night		
Sunday 19 th August	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
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	David Leckie
Thursday 15 th November	Club night		
Friday 30 th November	12 Car	12 Car	
Thursday 20 th December	Club night		

www.scccon.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Chairman's Reporting May 2012

Over the last couple of weeks or so the car club has been very busy, with the team marshalling and organising events in April.

Let's start at the end of the month then work backwards.

The 29th April was the date of the first Autosolo we have ran in a number of years. This event is the first of the jointly organised series of events were SCCON, West Suffolk MC and Eastern Counties pool their resources to promote motor sport.

All week I had been checking the weather reports and the whole weeks outlook looked rotten with the Sunday the worst of the week. We had hoped to have an entry of at least 25 or so, but the final count at the closing date was 47, what an excellent entry to the start of the series. With the very bad weather on Saturday night and into Sunday morning I felt like cancelling, there were floods preventing us from taking the most direct route to Tibenham at 7.00 am.

Some entries did not make it to the start for one reason or another, but 39 entries did make it to the airfield on time for scrutineering, tea and a bacon roll or two.

We had a brilliant turn out for marshals from the club and we were well supported from WSMC and ECMC. Everyone seemed to ignore the persistent wind and rain and got on with the job in hand, even when it really teemed down just after lunch. The weather forecast from the BBC indicated the rain would stop and the sun would come out, around 4.00pm and that was exactly what happened just as we finished for the day. Elsewhere in this newsletter you will find the results, what it would not show is the smiles per miles of the competitors I am sure they all enjoyed the day and there were no mechanical breakdowns or retirements.

Sunday April 22nd. Chelmsford Motor Club has managed to open the door enough at RAF Honington to be able to run a stage rally at the active airbase. About 12 of us from the club managed to make the long journey down to Honington near Bury St Edmunds.

We all signed on and managed to find our marshalling area after a couple of wrong turns. I had been told we were going to be in an area where there could be problems. There were two gates just 30 metres apart and the posts were made of 12 inch RSJ's. Should one of the cars make a

mistake and hit the gate posts it would be stage stopping and we would have to act fast.

It did not take long for Christine to set up the kitchen again and was busy making tea and coffee for our team. This was rudely interrupted by noisy rally cars starting the first stage only a few minutes later than planned. I have got to say everyone behaved going through the gates with only 4-5 car thinking they would not make it and turning away before hitting the gate posts. The rally did end quite late for this sort of event at 6.00 ish.

Friday April 20th. Flying Scotsman Endurance Rally for pre 1941 cars. The club was contacted by the organising team to run two controls in the Norfolk area. Phil Webb taking on one area near Beeston and Howard Joynt the other near Lavenham.

We were with Phil and our road was run at speed and being positioned around halfway through we saw quite a few very expensive cars sliding around in the slippery conditions.

The club had three members representing the club on event (see below). Excellent results considering some very difficult conditions.

				o/a	class
87	Georgina Riley / Julian Riley	Riley Sprite	0:23:35	22	4/C2
26	Geoffrey Brandon / Rob Henchoz	Ford Model A Speedster	0:26:33	32	8/C5

Time is here for us on the management team to hear from you.

Thursday May 17th sees the 61st AGM of Sporting Car Club of Norfolk.

We will be meeting at the White Horse pub Trowse at 8.30 (sharp)

First there will be the official stuff to be dealt with then afterwards we can chat about any concerns you might have for the club and motor sport in the region.

Marshals Post

Upcoming club events – Tibenham Production Car Autotest, Midsummer Vintage and Classic Car Run

Other clubs:

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

*McCullough’s Waterbeach Autosolo and Autotest on Sunday 20th May at Waterbeach Barracks (near Cambridge) organised by West Suffolk Motor Club. **MARSHALS REQUIRED PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP***

East Anglian Classic on Sunday 17th June based at Barnham Broom organised by Chelmsford 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)

Latest Landranger Map Editions



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

North Yorkshire Classic

Ian Doble

HRCR Round 2

After our disastrous outing on the Tour of Cheshire, Jim and I were hoping for a good showing on this event. Last year the tests were very tight and some of the passage check boards on the Regularities were very difficult to see. So with promise of more open tests and absolutely no route checks on Regularities there were high hopes for a good day.

The format was rather different this year with 6 tests then a Regularity followed by a further four tests before an early lunch. The afternoon had three more Regularities and a repeat of the first two tests back at the Askham Bryan College start and finish venue.

The MG had been on the rolling road for a fine tune and premature valve bounce had been the diagnosis of the day which was soon sorted with new valve springs by Mark at Canada Garage. A new sensor and wiring seemed to sort out the Trip-meter maladies so the car was running well – just up to the crew to perform now.

The first test did not go particularly smoothly, but examination of the final times showed we were 7th quickest so at least we seemed to be back to our old form once again. The second test was very tight around some lamp post in a little car park, but again no mistakes so it's off to a local airfield for some more complicated tests.

The Acaster airfield is a larger version of Brandiston with piles of stones, sand and general detritus to scamper around all with the benefit of copious amounts of dust – it has not rained in Yorkshire this year yet either! There were two test layouts in series with each to

be attempted twice. The 3rd went quite well until we had a massive overshoot trying to find a 90 right around a pile of sand which cost us 5 or 6 seconds. The next was more of the same but longer and dustier and we managed it without too many dramas. Test 5 seemed to go OK then I had a nagging feeling towards the end and the results showed we had collected a maximum for going wrong side of a cone – my fault – ugh!! This was not confirmed until I saw the results, but that nagging feeling stayed. Test 4 and 6 were OK but still about 10 seconds off the pace in a two minute test.

Next up was the first Regularity where I hoped for a good result. This was a grid line and spot height pre-plot hand-out from Signing-On so no drama just get the route right and be sharp on the speed changes. This was a 32 minute section with six speed changes and four ITCs., heading northwest of York through the villages of Newton-on-Ouse, Tollerton, Aldwark and finishing at Tholthorpe ready for the next batch of four tests. The speed changes through Tollerton caught me out and we had a massive 18 second lateness penalty at the second ITC which was quite a disappointment. Other than that we had a 5, 5 and 1 which were not good enough for podium finish – must try harder.

No time to worry though, as it's straight into another batch of four tests, this time on Tholthorpe airfield. This is more of the usual with piles of sand and gravel to circulate and lots of cones to hairpin back and forth around. It seemed to go quite well but we were still about 10 seconds off the pace in a 2 minute test so we still need to be more efficient. Unfortunately, we tried a bit too hard and I was confused as to which pile of gravel to circulate in

Test 8 and we picked up a maximum for wrong test while the figure of eight at the end was a complete dust blurr and I'm still not sure whether we went the correct way or not!

Anyway back to the previous test for a second attempt. We went the right way but ended up a couple of seconds slower so that did not go to plan. Although Test 10 went OK this time and we were close on pace, as we managed to find and identify the correct pile of stones to circumnavigate this time, but still not sure about the figure of eight at the end!

It's off to lunch at Easingwold now and a leisurely catch up on everyone's exploits during the morning. The dust was the main aggravation of the morning although there were quite a few folks worrying about the last Regularity of the day which was to be plot'nbash. I spent a few minutes talking to Andy Gibson, the Championship Co-ordinator, to see if I could pick up some tips on improving speed change accuracy and he showed me the device he used. It is a "Curta" which is a mechanical calculator on which you can dial in the average speed required then you wind it on every tenth of a mile and it tells you the ideal time in decimal minutes – not a speed table in sight. At this point I was wishing I had not asked. Some very welcome relief appeared in the form of Nigel Raeburn who suggested we compared routes for the next couple of Regularities to see if we agreed – and we did – which was satisfying for both of us. He was running in front of us with Ian Crammond in his Mercedes 280SL automatic. The third Regularity was fairly long being 20 plus miles and defined by just two map references so it was good to check.

Just time to fill up with fuel at a local village filling station (he had reserved a 10,000 litre tank just for the rally folks) and then it was into a 50 minute Regularity with seven speed changes with the route defined by map features and spot heights. The first ITC was OKish with a +5 but the next one was a disaster. We had been given a Not as Map diagram which involved some gravel tracks on each side of the road. I was just about to say – look out for the NAM gravel track as we passed the entrance – and of course the ITC was in the second of these and we get +18 for our efforts – ughhh!!! The next bit seems straight forward with a hidden slot right in GS 100/5478 which is just a hole in a substantial brick wall, but we find it OK and the speed change at a spot height goes OK, but still we collect a +15 at the next ITC . This one is still a mystery as we don't have an excuse. The rest of the section is drama free and we collect a +4.

Regularity 3 takes us east across the map to Castle Howard where we turn south down what looks to be the main avenue being a dead straight yellow of 5 to 6 miles long with memorials and obelisks on every brow. Again this was a casual run through the countryside with eight speed changes but the last ITC had to be cancelled as a Point to Point meeting at Whitwell-on-the-Hill had disrupted our

intended route. Our penalties of 3 ,8 and 5 at the ITCs were unremarkable.

Now we are into the last of the regularities and plot'nbash all the way with seven ITCs and seven hand-outs. Initially we travelled north east towards Norton-on-Derwent but then turned south with three maps changes to take us back to Stamford Bridge just to the east of York. All the hand-outs were fairly straightforward with only the third one having a speed change included. The second one was grid lines, but it was important to remember the NAM info handed out at Signing On as the ITC was in this piece of road although there was no mention of it in the hand-out, sneaky.

The most thrilling section was the fourth hand-out of coloured junctions. With only a couple of hundred metres to sort out the route before the next junction I "guessed" the left, but was wrong. We had a couple a hundred yards to reverse by which time Roger and Leigh Powley in their 911 had nipped through. Jim gave the "B" some welly and the Porsche crew pulled over for us to overtake and we were soon back on our time and were very pleased to get a -1 at the next ITC – the most exciting section of the day and the lowest penalty – seems like there's not enough pressure? Perhaps we

need to wrong slot more often? The next section was also a bit sneaky as the navigation "ran out" at a T junction before we reached the next ITC – the trick was to realise that if you turned right you would be heading back to previously used route so the only way was left to the ITC. The rest of the section was uneventful and our penalties ended up as 4,6,1,1,3,1,5 at the ITCs so getting better. All that was left was another crack at the Tests inside the Askham Bryan College grounds where we started.

The first one did not go too well as we went sliding down the wrong side of a cone which cost us 10 seconds spinning round to go the correct side and by this time the tyres were definitely past their best so grip from the rear on the final little car park test was nearly non-existent and we were a couple of seconds slower than the morning. All in all we had an enjoyable days sport, but we incurred 3 test maximums which really sent us down the pecking order and the regularity penalties were not too exciting either. We ended up 16th Overall and 7th in class, so we need to "pull our socks up" if we are going to trouble the podium this year.

Jim and Ian

Rallye Sunseeker

Over the years I had often thought about competing on Rallye Sunseeker in Bournemouth, but there was always a reason not to – either the car was in pieces or it looked too expensive, and, until recently I was not encouraged by the tarmac spectator stage along Poole seafront on the evening before the main rally. This year appeared to be no different as I needed to change the fibreglass doors on the car back to steel ones before competing in 2012 and the van MOT was due to expire the day before the rally.

In the few days between Christmas and New Year I got the old steel doors out from the back of the shed and stripped out all the glass and trim to see what condition they were in. It was 20 years since I removed them from the car and I had forgotten how tatty, rusty and bent they were. At that point the 2012 MSA Blue Book arrived with our new competition licenses and I spent a while reading through the relevant rallying sections. When the regulations for Stage Rally cars were changed in 2009, a three year transition period was introduced for cars with Rally Car Log Books issued prior to 2009. Following a discussion with the MSA at the time, they confirmed that I would need to change back to steel doors for 2012. However, reading the 2012 Blue Book it appeared that the need for “original manufacturer’s bodywork to be utilised” was dependent on whether the car was classified as H265, H266 or H267. I was unsure exactly which category the Escort was in - as the fuel injected 2.4 litre normally aspirated Cosworth YB engine isn’t a homologated engine for a Mk2 Escort. A chat to a nice man in the MSA Technical Department confirmed that my suspicions were correct – and I did not have to change the doors back to steel. (However, if the car had a

major rebuild requiring a new Log Book, or if I had built the car after 1/1/2009 then it would have to be fitted with the original steel doors.) Not wanting to have any awkward discussions with scrutineers on events, I asked him to confirm the above in writing, which he did later in January. At this point, competing on the Sunseeker now looked possible.

Although the doors were OK the harnesses were definitely out of date. The Blue Book states that either 6 point or 4 point FIA approved harnesses are required for Stage Rallying. As they last for 5 years, and there is always the possibility that the MSA may just strike a line through the “or 4 point” part of this regulation in the next 5 years, I thought that I may as well spend a little more and fit 6 point harnesses now. This wasn’t too difficult as the seat mountings for the new FIA approved seats I fitted in 2011 had some convenient reinforced extra mountings which I could also use for the extra eye bolts required under the seats. For any man who has never driven with 6 point harnesses I can confirm it can be a bit of a strange feeling initially - particularly if they are adjusted a bit too tight.

In addition to the normal front struts rebuild and strip and clean of all the brakes, the only other major job after the Premier Rally last year was to sort out the bad oil leak from the front of the cam cover. I removed the cover to find the half moon seals at the front around the cam shaft had shrunk to leave gaps and the mating face was not smooth and true. After having the lower face machined and refitting with a new gasket and half moon seals the leaks around the front of the engine stopped. I later discovered that I had also cured the major leak around the back of the engine which I had

always assumed was the rear crankshaft oil seal – but was actually oil running all the way down from the back of the cam cover.

With the car now together and running OK, the next task was the van MOT. Our service barge is a 1986 semi high roof, twin rear wheel 2 litre petrol Transit with 145,000 miles on the clock. The van has always been a rally support vehicle, having been prepared when new by Safety Devices for Jeff Churchill when he was the only privateer running an ex works Group B RS200 in the late eighties. The tyre racks and shelves are constructed from roll cage tubing which also extends to above the front seats – it must be one of the few Transits in existence with a full roll cage. I have owned it since 1992 and every year it needs a bit more welding and TLC. I seem to be on the second lap of the sills now, with a section under the OS door requiring some more repairs in December last year. MOT time is always a concern, as you never know what new rules have been introduced since last year. I needn’t have worried, as it passed first time at the end of January, albeit with a few recommendations for next year.

It was now the end of January: the car was OK, the van was OK – but it was cold, icy and snow was on the ground. I do not have a great desire to rally in the snow – as I do not have any snow tyres and the potential for a large accident seems very high. We waited until the last possible date to see if the weather was improving and then sent in our entry for Rallye Sunseeker. It wasn’t a good sign to see the ice and snow on the Wydean Rally just two weeks before the Sunseeker.

Although we had managed with

only Mum and Dad as service crew on the single venue 2011 Premier Rally, we enlisted the help of Michael Pearson to assist them in the service area for this event. At least we didn't have to arrange enough bodies for the chase car – as they are not allowed on this rally.

Scrutineering and signing were from 10.00 to 16.00 on Friday 24/2. As we estimated it would take at least six hours to drive from Norwich we decided to travel down on the Thursday. Although it cost us another night in the Poole North Premier Inn, it made for a much more relaxing journey. As you would expect, as we had no set time to arrive on the Thursday evening we had a clear run around the M25 and no hold ups at all. The only issue was the tendency of the van to veer to the left every time we approached any services – averaging about 15 mpg when towing it does require frequent stops to refuel.

Friday continued with more mild weather – significantly warmer than earlier in the month. After a leisurely breakfast it was off to the service area north of Poole to unload the car, warm it up and off to the Noise test. After changing the exhaust packing after the Premier it was no problem – 2 decibels under the limit. We then set off to the scrutineering venue – a large building at the Bournemouth International Centre. Driving through Friday lunchtime traffic in the centre of Bournemouth in the rally car was bit of a challenge, but at least with the fuel injection it no longer fouls up the plugs when it stands idling at traffic lights like it did when running on the Weber carbs. Throughout the build up to the rally we had been amazed at the large amount of documentation produced by the organisers – the regs downloaded from the internet were 58 pages long. Despite all the scheduling and allocation of specific times for scrutineering, it

still appeared that everyone just turned up whenever they wanted to during the 6 hour period. The scrutineering venue was quite impressive with a live big screen TV, 6 parallel bays, lots of marshals, security guards on the doors and a fair number of paying spectators. As we entered the building we were surrounded by a group of students from a local college on their first visit to a rally. The organisers had arranged for these enthusiastic volunteers to attach all the stickers and numbers to the competing cars. Hopefully by the end of the day they had sussed out the best way to do this as they did make a bit of a wrinkly mess of some they stuck on ours. I was all prepared for a discussion regarding the doors but no comment was raised so I kept quiet and we sailed through with no problem. Documentation was in the same venue and we received yet more paperwork.

We then had several hours before we were due at Poole harbour for the Ceremonial Start on the Friday evening. This used to include the tarmac spectator stage along Poole seafront but this no longer takes place after an accident involving a competing car a few years ago. After a recce in the afternoon so we knew where to go later, it was back to the hotel to change into our overalls as requested by the organisers for the evening's activities. The Ceremonial Start was interesting - with a lot more spectators than we anticipated. The rally organisers obviously have a very good relationship with the local authorities – as several roads were closed and enthusiastic policemen would hold up traffic to help the competing crews move around. The event even had a sponsorship arrangement with Spearmint Rhino – a lap dancing club in the area and complimentary tickets were sent out with the final instructions. (We didn't think it was wise to let Dad have any of the tickets at his age).

We finally left the harbour at about 19.30, filled up with petrol on the way out of Poole and returned to the hotel for a meal.

Saturday started dry and bright – but fortunately not as early for us as for the competitors in the Historic event. Of the four separate rallies on the same day, they started first at 07.20, followed by the BRC Challenge at 07.50, the main British Rally Championship event at 08.20 and finally the National rally that we were competing in at 09.00. There were around 80 entries in total, with 20 in the National event, of which we were seeded 9th and 2nd 2WD car, but for some strange reason we were car number 48, with the top National seed at number 35.

And finally, after 2 days of travelling, waiting around and eating hotel food we were actually rallying. To be honest, we weren't particularly quick on the first stage at Gore Heath. After the long and familiar straights of Sherwood Forest on our last event, the tight and twisty nature of the first stage on our first visit to the area was more a case of not doing anything silly and getting through in one piece. Also, as we do not use the route notes, I knew it would take a while to get used to these new stages. I was also surprised how cut up the stage was – I could see why this stage was only used once. The second stage was better and we were now 9th overall and 2nd 2WD - exactly as seeded. The third stage was even more of a surprise – as it was so soft, sandy and cut up it seemed like we were on the Dakar Rally crossing a desert.

We arrived at 1st service still in 9th overall and 2nd 2WD. The rally was split into four groups of three stages, with service in between each group of stages – the 1st and 3rd service halts being only 15 minutes with 30 minutes for the midday halt. It was particularly

frustrating to wait in a regroup control outside the service area for almost 15 minutes before finally being able to enter on our due minute. However, I did use this time in the regroup to have a good look around the car and everything looked OK, with the rear tyres looking good enough after the first 12 miles to stay on for the 15 miles of the next group of stages. The service halt was a bit frantic as we only had about 13 minutes to check the tracking, jack up the car, check oil levels, remove wheels, check tyres for damage, check brakes, check the suspension and get back down on the wheels again. With a great effort from Michael, Mum and Dad we just managed it, and got out on our due time. We then filled up with petrol in the separate refuelling area and were on our way to SS4 – Ringwood West.

A combination of the time spent refuelling and road works on the next road section meant we were a couple of minutes late at the SS4 arrival control and slipped behind the Seat Ibiza at number 52. This stage was 6.6 miles and much better than the first three with a much harder surface and less ruts. We were going much faster and after about 4 or 5 miles we caught and passed the Ibiza. At the stage finish we thanked the Ibiza driver for letting us pass with minimal time loss.

SS5 was the first visit to Somerley – a stage through the grounds of this large country house and estate. The first section was very narrow and rutted and then it seemed as if the stage crossed the front lawn of the house. The stage also included a water splash and the number of photographers nearby suggested a cautious approach until we knew how deep the water was. After a short tarmac section with several straw bales and logs positioned to keep us on the track, it was back onto gravel and a long straight into bright sunlight. I kept my foot down

and missed seeing a large hole which we hit with a bit too much enthusiasm. Weeks later when I discovered a damaged insert in the OSF strut and I did wonder if this was the cause.

The final stage of this section was SS6 Uddens – where the long straight to the flying finish saw the shift light on in top gear for the first time of the day – approximately 105 mph. We were still 9th o/a and 2nd 2WD – and we later discovered that the driver of Escort number 46 who was the leading 2WD car lived locally and was doing the event for about the eighth time so we were pleased with our position. We then spent more time waiting in the regroup control before finally entering the service area again. The rear tyres were now completely worn out and we fitted a new pair. We fitted the spotlights as although we wouldn't need them until the last couple of stages, there would be little time to fit them at the final service halt. The car was looking OK – but just as I was refitting the front wheels I noticed a number of unusual splits around the inner edge of the NSF tyre. This was disappointing as they were new tyres at the start of this event – but I did not want to continue with them so we fitted the spare new pair of front tyres and put the ex OSF wheel in the boot as the spare front tyre.

SS7 was the 4.5 mile Ringwood South 1 stage and we had a good run through and maintained our position. We then had only a short road section to SS8 Ringwood North 1 – the longest stage of the rally at 10.6 miles. I was slightly apprehensive as this would be the longest stage that either I or the car had ever done – and the short road section would not allow the car to cool down much. We were then somewhat disappointed to find that SS8 had been cancelled. A Suzuki Swift in the main BRC event had rolled and caught fire, and then set an area of the forest alight requiring a fire engine to

attend the scene. The organisers could not clear the incident soon enough to enable the following BRC and National competitors to do the stage – a shame as this was 15% of the total event mileage. We then followed a re-route to SS9.

SS9 was the second run at the Somerley stage and there was a further delay here. When we finally got going again it was amazing to watch the 4WD Subaru and Focus WRC's leave the start line – and just dig out huge ruts for everyone behind to follow in. As car number 43 – a Group N Subaru left the start line a couple of cars ahead of us, I thought the OSF tyre looked a bit soft. About a mile from the end of the stage we came around a corner to discover the carcass of a tyre still rolling along the stage on its own – followed by the Impreza parked alongside the track sitting on just the OSF rim. Fortunately this did not delay us and even though the stage was now more rutted we were 2 seconds quicker than our first attempt.

It was then back to service for the third and final time. The car still looked OK and we decided to leave the rear tyres on for the final three stages. If we had we done the 10.6 miles of SS8, then I had anticipated having to change to a third pair of rear tyres for the final three stages.

SS10 Uddens was a shortened version of SS6 followed by SS11 Ringwood South 2, which we started just as it was beginning to get dark. After the puncture on SS9, car number 43 – the Group N Subaru was behind us on the road. We thought it could be getting close to us by the end of the final stage – the 10.6 miles of SS12 Ringwood North 2, so we let them enter the arrival control at the final stage in front of us. As it turned out, we had a good run through the stage and they wouldn't have caught us – but at

least I wasn't distracted by headlights behind during the stage. The only unusual feature of this stage at night was coming up to a crossroads which is used in two directions and apparently meeting a car with spotlights full on coming in the opposite direction – slightly worrying until you realise what is going on.

We had made it through the stages in 9th o/a and 2nd 2WD, so all we had left was the final road section into Bournemouth to the Ceremonial Finish at the Pier on the seafront. The road book had been really good all day with no problems except on this final

section where we almost got lost leaving the main dual carriageway into Bournemouth. After the Ceremonial Finish it was back to the hotel for a welcome meal – we were all exhausted after a very long and tiring day.

We left the hotel at about 10.30 on the Sunday morning – glad that we hadn't been tempted to try and drive home after the event on the Saturday evening. After a good run back we stopped at Birchanger Services on the M11 before saying our goodbyes to Mum, Dad and Michael and heading off in separate directions. Just when we thought the weekend was almost

over the electric petrol pump on the van decided to stop just as we turned off the M11 onto the A11. Fortunately the old, noisy pump I had removed about 5 years ago was still in the van and still worked – so 40 minutes later after a bit of bodging to mount the different size pump with cable ties and a bit of wood we were on our way again.

Sylvia and I must say a big thank you to Michael Pearson and Mum and Dad for all their help over the weekend – we had a very enjoyable, although expensive weekend.

Simon Smith



Tibenham

photos courtesy of Tony Headland

Road Rallying March Round Up

Percy

VK Derbyshire –
14th / 15th April

The 3rd round of the ANEMMC and EMAMC, 4th round of the ANCC, 5th round of the ANWCC and 1st round of the Peak Trophy Championships, starting and finishing at Robinson in Chesterfield, map 119 and teamed up with Hugh for another outing in the MG.

For the first time in a long time the entry filled up well before the closing date (within a week of the regs coming out if I remember correctly). 50 starters with 5 reserves, the event has a good reputation but this was very impressive especially considering it had a new organising team. I guess we weren't the most popular people in Derbyshire at the start, for various reasons we didn't leave Hugh's until 6:30, with a 3 hour drive to Chesterfield and scrutineering set to close at 10 we didn't have a lot of wiggle room – not my favourite approach to an event! The benefit of this approach was no queue at noise, scrutineering or signing on (although I think the scrutineer was a bit hacked off as he threatened to fail the car because the engine bay was dirty – I think he was being serious!). However signing on was the place to avoid as the 5 reserves waited to squabble over who got a run at 19 – oh no they didn't!

A straight forward pre-plot event is what we had been promised and that was what we got. A hand out at signing on allowed some of the route to be marked up with the gaps filled in from a hand out of grid references delivered 60 minutes before leaving the start car park. Must have been straight forward as even I managed to get it all down onto the map before we left!

The event started off with the traditional test around Steve Perez's garden. Another different layout and a 5 minute bogey gave everyone a chance to warm up the tyres and brakes. We had a steady run around finishing on 0:36 (just outside the top 10) with car 3 clean.

I have no idea what formula was used to set the timing for the event but it worked (although there was a bit of a Derbyshire time zone on one or two of the sections but nothing like the parallel universe experienced on the Ryemoor Trophy). With the club splashing out on a timed to the second permit we ended up with 10 'droppers', car 1 cleaned three of them but everyone else dropped time on all of them (but only seconds for the majority). There were many Passage / Secret Checks requiring a stop for a signature so obviously office management played a big part in setting a good time. Out of the 34 Passage Checks only 5 were not manned.

Overall we had a good run, unfortunately car gremlins cost us a decent result but Hugh was reasonably happy with the performance of the team. Our night unravelled just before petrol on the first long white of the night over Gotham Moor. We were going well (isn't it always the way) having negotiated the impossible hairpin left in the middle of GS1857 (one of Andy Manston's photo points on his gallery page) with minimal embarrassment when the car cut out about 500m from the end of the section. Hugh very quickly diagnosed the problem as fuel pump and we assumed that we'd battered the car into safe mode again. The cure for this is to disconnect and reconnect the battery. To illustrate how well we were going on the section Hugh had got out, rummaged around in

the boot for a spanner and had disconnected the battery before the car running on the minute behind (car 20) came past (even worse car 18 which started on the minute in front of us and eventually finished 13th had wrong slotted and was now following car 20). Anyway disconnecting the battery didn't fix the problem! Eventually a marshal came along and suggested that re-connecting the fuel pump relay may help, it did but at the cost of 15 minutes leaving us 39th o/a at petrol.

Hugh threw a bit of a sulk for the rest of the event, not helped by a wrong slot that let car 20 through (the very rapid mini piloted by Pete Tyson running well out of position after moving up from the reserve list). On the penultimate section Hugh was further annoyed when the following car wanted to start on our minute (no need at all as we were only about 3 minutes into lateness) and we sped up somewhat; this was carried onto the final section as we caught the mini (Hugh was chuffed!).

Overall a good night (apart from the car gremlins) as we finished 27th o/a on 28:18 with the winners on 2:38 (but it was Guy Robinson / Charlie Wheeldon – Guy part of the Robinson dynasty and Charlie Clerk of the Course for the last few years).

Another incident had threatened to spoil our night and raised the question of 'who police's the police'. We were aggressively chased and hassled by a DSO for no obvious reason. If the roles had been reversed I would have had to exclude him for driving like a pr*t and if the old bill had been present he would have had a bit of a chatting to!



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 – tbc

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 4 (PCA) is looking for a date change – perhaps July

Round 7 (Scatter) will be organised by Paul Brunton & Nick Wale

Clubmans Series Round 3

Results:

#	Driver	Car	Class	Total	SCCoN	O/A
25	John Peterson	Mini Clubman	D1	619.7	1	6
40	Josh Ward	Ford Puma	A2	633.6	2	8
4	John Wadeson	Fiat Cinquecento	D1	643.2	3	12
23	Chris Barns	Porsche Boxster S	B	658.3	4	16
5	David Daniels	Ford Puma	A2	661.4	5	18
35	Garth Collier	Renault Clio	A1	665.3	6	19
8	Tony Headland	Nissan Micra	A1	702.4	7	27
6	Geoff Bateman	MG F	B	715.7	8	28
41	Rob Philp	MG F	B	725.9	9	29
39	Candy Wadeson	Fiat Cinquecento	D1	727.0	10	31
30	Richard Leggett	Alfa Romeo Alfetta GTV	A2	733.0	11	32
43	Sam Headland	Nissan Micra	A1	756.1	12	34
42	Brian Rattenbury	Toyota MR2	B	758.3	13	35
26	Roger Kett	Austin Mini	D1	776.0	14	37
7	Alan Rattenbury	Toyota MR2	B	803.3	15	39

And of course the stars of the day: Clerk of the Course – Martin Newson, Deputy Clerk of the Course – Keith Pettitt, Club Steward – Adrian Sayers, Marshal Signing On – Christine Newson, Competitor Signing On – Percy, Scrutineers – Julian Riley, Nick Wale & Keith Walladge, Tests 1 & 3 – Howard Joynt, Andrew Lawson, Jonathan Stimpson, Christine Newson, Suzanne Newson, Phil Newson, Maggy Bateman, Grace Philp, Pat Headland, Gordon & Lynne Wellbelove, Tests 2 & 4 – Brian Hemmings, John Boot, Keith Walladge, Paul McBride, Paul Ellis, Peter Riddle, Dan Hilton, Roy & Joyce Smith, Results Car – Paul Dodson, Results – Percy, Catering – Rachel & Eddie.



photos courtesy of Sam Wadeson

Anglian AutoSOLO Challenge

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

Results are available for the first event

SCCoN **Sunday 29th April** **Tibenham Autosolo and Autotest**

Regulations are available for the second event

WSMC **Sunday 20th May** **McCullough's Waterbeach Autosolo and Autotest**

Hopefully one (or even two or three) of the participants will be providing some words to describe their experiences taking part in the club's first attempt at running an AutoSOLO. After spending the morning in a relatively dry seat in the results car and the afternoon in a slightly damper one in the results hutch I don't really know what happened, all I can say with any certainty is that it was wet and everyone deserves a gold star for turning out.

From my role as Entries Secretary / Results Team it all went relatively to plan (although which version of the plan it was will have to be my little secret – flexibility is the name of the game). Sod's law played a big part, one of the many highlights was after delaying printing the final entry list until after 9pm on Saturday evening – nobody rings after 9 do they? – my well abused printer was chuntering away in the corner half way through 50 entry lists when the phone rang with a last minute withdrawal – tsch tsch! Oh and of course there was the squeaky bum moment of the day when my well tested!?! results spreadsheet went t*ts up inputting the times for test 2.2 (just can't get the staff) – just a case of don't panic Mr Percy!

A plea to anyone thinking of entering any future event – please get your entry in earlier rather than later – it does really make things a lot easier for the organisers – on all club events there is no financial penalty for withdrawing an entry so why do most of you leave it until the last minute? On award ordering deadline day (Friday the 20th) there were 20 entries.

The only significant issue from the results car was drivers doing tests out of sequence, this may seem a trivial whinge but I did have a couple of drivers finishing all 6 morning runs before some drivers had done their first run at test 1. I know it was miserable hanging around in the wet but if we had had to move a test for whatever reason during the runs (we probably should have moved test 1 during the morning runs as the surface started to cut up) we wouldn't have been able to if some drivers had finished all their runs – the running order was laid out for a reason.

What is the difference between a Clubman Autotest (CA) and a Production Car Autotest (PCA)?

The AutoSOLO Challenge is running under a dual CA permit whereas the club's usual events run under a PCA permit.

The main difference as far as club members are concerned is for a **PCA** the driver **MUST** have a passenger and for a **CA** the driver **MUST NOT** have a passenger.

Slightly more technical (and not really of any interest) differences are that the fee per driver paid to the MSA is different (**CA** £5.55, **PCA** £3.95) and timing (**CA** timed to the previous tenth of a second, **PCA** timed to the previous second).

Why dual permit?

The MSA rules for an AutoSOLO stipulate that the car **MUST BE ROAD LEGAL AND DRIVEN TO THE EVENT**, however for an Autotest the car does not have to be road legal and can be trailered to the event.

Who is going to Waterbeach? **MARSHALS AND COMPETITORS REQUIRED**

www.scon.org.uk/aac12

Anglian AutoSOLO Challenge

Tibenham

Results:

#	Driver	Car	Class	Total	Class	O/A
31	Piotr Zytkeiwicz	Ford Fiesta	A2	557.2	FTD	1
21	Tomasz Marciniak	Honda S2000	B	576.4	1	2
45	Simon Hatfield	Peugeot 106	A1	600.5	1	3
47	Sam Weller	Peugeot 106 GTi	A2	604.0	1	4
28	Adrian White	BMW 318is	A2	608.4	2	5
25	John Peterson	Mini Clubman	D1	619.7	1	6
22	Mark Banham	Lotus Elise	B	626.6	2	7
40	Josh Ward	Ford Puma	A2	633.6	3	8
17	Matthew Helm	Triumph Spitfire	B	635.1	3	9
38	Philip Mulane	Mazda MX5	B	638.0	4	10
24	John Mac Niece	Nissan 350Z Coupe	B	638.3	5	11
4	John Wadeson	Fiat Cinquecento	D1	643.2	2	12
48	Matt Willgoss	Renault Clio DCi	A2	655.4	4	13
18	Peter Hanman	MG F	B	656.9	6	14
3	Christopher Pettitt	Mazda MX5	B	657.3	7	15
23	Chris Barns	Porsche Boxster S	B	658.3	8	16
20	Matt Ellis	Honda S2000	B	658.7	9	17
5	David Daniels	Ford Puma	A2	661.4	5	18
35	Garth Collier	Renault Clio	A1	665.3	2	19
10	Marvin Epton	Peugeot 106	A1	675.5	3	20
27	Tony Burchnall	Ford Fiesta	D1	681.9	3	21
1	Ben Cutting	Nissan Micra	D1	686.4	4	22
19	Tim Hanman	Triumph TR7	B	689.4	10	23
15	David Aspinall	Triumph GT6	B	697.2	11	24
11	Geoff Hodge	VW Golf GTi	A2	698.3	6	25
14	Ian Rowles	Westfield Sei	C	699.7	1	26
8	Tony Headland	Nissan Micra	A1	702.4	4	27
6	Geoff Bateman	MG F	B	715.7	12	28
41	Rob Philp	MG F	B	725.9	13	29
36	Alan Hockham	Nissan Micra	D1	726.0	5	30
39	Candy Wadeson	Fiat Cinquecento	D1	727.0	6	31
30	Richard Leggett	Alfa Romeo Alfetta GTV	A2	733.0	7	32
33	Leigh Trevail	Peugeot	A2	749.9	8	33
43	Sam Headland	Nissan Micra	A1	756.1	5	34
42	Brian Rattenbury	Toyota MR2	B	758.3	14	35
12	Geoff Spencer	VW Golf GTi	A2	762.2	9	36
26	Roger Kett	Austin Mini	D1	776.0	7	37
16	Julie Aspinall	Triumph Spitfire	B	781.6	15	38
7	Alan Rattenbury	Toyota MR2	B	803.3	16	39

47 entries, 39 starters (amazing considering the conditions and the problems getting to the airfield) and 39 finishers

Miscellaneous



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



East Anglian Classic

Sunday 17th June 2012



Photo courtesy of www.mandh-photography.co.uk

2011 Winners - Martin Neal/Richard Dix



Chelmsford Motor Club

JLT Sport / MSA Motor Club of the Year 2009

www.chelmsfordmc.co.uk

Supporting the East Anglian Air Ambulance

CLASSICS ON THE GREEN

FRISTON

NEAR SAXMUNDHAM SUFFOLK

THURSDAY 5TH JULY FROM 4.00PM



*Bring your veteran, vintage or classic car
or bike- or just bring your friends and family
along to see the classics*

*All types of vehicle that were in production
before 1970 are welcome. Please let us know
if you are coming with a classic by emailing:*

classicsfriston@aol.com

*Free entry - all donations to Friston Church
Sat navs: IP17 1NP*

Other events of potential interest

MG Car Club (Anglia Centre) are organising an Autotest in West Norfolk on Sunday 27th May 2012.

Please Contact Bruce Cox on 01485 540173 for further details.

Charity classic car treasure hunt on Saturday 23rd June 2012.

Starting at: Honington (south of Thetford)
Finishing at: Marham

Entry by pre-booking Cost: £5 per car.

In support of SSAFA - RAF Marham

Please contact Mark Elvin on 07867803024 for further details

After an absence of some years, Mercia Motorsports and Coalville C.C. are again working together on a new venture, the *Gold & Silver Goblets Easilarity Rally* running on Sunday 8th July 2012.

By combining our knowledge and experience of running both Autotests and Road Rallies we are organising this new event. The format will be based on the very successful G & S G Multi Venue Autotests with some straightforward regularity sections to join the event together and make it an entertaining day for both drivers and navigators.

Please contact Chris Valentine on 07949 698316 for further details.

Full details and Regs are available from the Coalville CC Home page: <http://www.coalvillecc.org.uk/>

We will of course need Marshals, so if you can help on what we hope will be a fun and friendly event, please call our Chief Marshal (and Joint CoC) Rob Birtles: robert@birtles5.orangehome.co.uk or 07870 922728.