

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2012

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



**Christmas Natter & Noggin
at the White Horse
free buffet
Thursday Dec 20th 8pm**

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|---------------------------------|-------|
| Inside this issue | |
| The Latest ... | 3 |
| 2012 Calendar | 4 |
| Editorial | 5 |
| Marshals Post | 9 |
| The Winter Year | 10-11 |
| Preston Virgins | 12 |
| 2012 Motoring Round Up | 13-17 |
| Thoughts from a new navigator | 17 |
| Road Rallying | 18 |
| 2012 / 2013 12 Car Championship | 19-20 |
| 2012 Clubmans Championship | 21 |
| Miscellaneous | 22+ |

Downloads available:
(via website or contact David Bell for a paper copy)

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Your Ideal Shop
12 Car

Canada Garage Motorsport
12 Car

Friday 25th January

Friday 24th February

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 at the White Horse in Trowse on **Thursday 20th December** for the next Natter & Noggin

Christmas Natter & Noggin

Thursday 20th December

Change of venue for one month only

White Horse
Trowse
NR14 8ST

from 8pm

buffet

Diary Dates

Thursday 20th December
Club night at the White Horse, Trowse

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

Thursday 17th January
Club night at the Ugly Bug Inn, Colton

Friday 25th January
12 Car Round 4
Your Ideal Shop

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

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

Friday 24th February
12 Car Round 5
Canada Garage Motorsport

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

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

Marshalling

Marshal Points:

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

Saturday 12th January
MGJ Engineering Brands Hatch Winter Stages
Brands Hatch
Chelmsford Motor Club

Saturday 16th February
Xpart Rally
Bury St Edmunds
Chelmsford Motor Club

Sunday 10th March
Motex Honington Targa Rally
MOD Honington
Chelmsford Motor Club

Sunday 14th April
Cadman Construction
Honington Stages
MOD Honington
Chelmsford Motor Club

[Ugly Bug Inn, Colton](#)



| 2 0 1 2 D a t e s | E v e n t | C h a m p. | C o n t a c t (s) |
|-------------------------------------|-------------------------------------|-------------------|----------------------------|
| Monday 2 nd January | New Year Treasure Hunt & Scatter | Clubmans | Howard Joynt & Bernie Fox |
| Thursday 19 ^h January | Club night | | |
| 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 | | |
| Sunday 29 th April | Autosolo | Clubmans | |
| Thursday 17 th May | AGM | | David Leckie |
| 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 |
| Thursday 19 th July | Club night | | |
| Sunday 12 th August | Autosolo | Clubmans | David Bell |
| Thursday 16 ^h August | Club night | | |
| Sunday 19 th August | Navigational Scatter | Clubmans | Paul Brunton & Nick Wale |
| Tuesday 4 th September | Production Car Autotest | Clubmans | Howard Joynt & Bernie Fox |
| Thursday 20 th September | Club night | | |
| Friday 28 th September | 12 Car | 12 Car | David & Katy Leckie |
| Thursday 18 th October | Club night | | |
| Friday 26 th October | 12 Car | 12 Car | Jonathan Stimpson |
| Saturday 27 th October | Annual Dinner Dance & Prize Giving | | Lorraine Annison |
| Saturday 10 th November | Production Car Autotest | Clubmans | Howard Joynt |
| Sunday 18 th November | Production Car Trial | Clubmans | David Leckie |
| Thursday 15 th November | Club night | | |
| Friday 30 th November | 12 Car | 12 Car | David Mann & Robert Aldous |
| Thursday 20 th December | Club night | | |

www.sccon.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Chairman's Christmas Report 2012

With Christmas just round the corner it is time look forward to 2013 and reflect on year gone by so quickly.

For me 2012 in a lot of ways has been a great year on the motor sport front. Christine and I have really enjoyed our friends company at these events. I would like to thank every one of you for turning out in all weathers, even coming out when there was a 99% it was going to rain. When it did rain it poured down with all of us getting soaked through

I am really going bore you with short reports from the last couple of months and then go on a bit more looking forward to our events in 2013.

You should find this is the biggest newsletter ever to fall on to you floor or into your in box I hope you enjoy it I hope you have a great Christmas, and have better things in 2013.

The last 6-7 weeks have been a bit crazy with so much going on, each weekend Christine and I have been out. It is a case of it is Sunday where are we meant to be.

21st October Lynn Charity Stages Rally at Sculthorpe

A small but perfectly formed team from your club turned out very early on this Sunday morning, it was a bit cold but what do you expect for a late October morning at least it was not raining. Our

team signed on, it was only a short drive across the runway to our marshalling point. We had been given a very large area where the roads were still there but a mass of buildings had disappeared.

We set up the van in an area where we could see most of domain for the day and Christine and Maggy could put the kettle on and still see everything. We did have to spread out quite thinly and as the first car came through we could soon see where we could problems with cars hitting things or going off.

I made a small repair kit from the van for the electric fencing down one edge of the stage, and at one time we Paul Brunton on standby with it as one of the cars did a good job of attacking it.

With around 40 starters it did not seem to take too long to run each stage, in our area we did have to make changes to the stages after each two runs and this did require the use of a tractor and the movement those big heavy bales of straw.

The day went off quite well with no real problems except one local crew sliding off into some mud and getting stuck for a little while, and in the process of getting out they did manage to cover Paul Doodson with sh-t .

26th October SCA Race and Rally 12 Car

The first challenge for Christine and I was to find the start at the pub as we had not plotted the start or even looked at the map, some

friendly locals walking their dogs rescued us and pointed us in the right direction.

There was a lot of activity in the back room of the pub with everyone trying to sign on and pick up their instructions for the night. Christine and I were given two marshalling points. As normal for us we left the pub to go out to the first place and managed to go the wrong way, the only way to resolve our problem was to return to the pub and start again and that did the trick and we duly found our rightful place by the trees in the middle of Norfolk.

The crews were late to us and very spread out, we lost a couple of crews on the way to us but they did turn up later.

We knew where the second point was from the Flying Scotsman earlier in the year, several crews missed us and we saw them drive up the road away from us. They did work out their mistakes and returned 10 minutes later.

It was a good night with Dale and Andy Lawson (son and dad) winning with no fails and dropping just 2 minutes.

27th October Dinner Dance and Prize Giving Night

Another wet night greeted the 47 or so entries on this night event.

We had a really good dinner of three courses then during coffee someone got up to say a few words (me) and the prize giving began. Unfortunately not all winners were able to attend but

everyone seemed to enjoy the night with a raffle and music to round the night off.

28th October Autosolo at Waterbeach

We really should not try to do so much in one weekend, but this was the final round of the 2012 Autosolo series.

With a healthy entry of 32 cars we were in for a busy day, there were three tests set out and each test was run 3 times, all times to count. At the end of the day there were only 8 seconds covering the top 3 cars, with Tomasz Marciniak being the fastest in his Honda S2000. Tomasz has been very fast all year but he did not win the series overall this honour goes to Peter Zykiewicz driving a very standard looking Ford Fiesta.

You really do not need a special car for this series any type of car can be competitive as there was a very small Fiat 500 in third overall, come and have a go in 2013.

4th November Snetterton Rally

It was wet, it was cold, we must be marshalling at Snetterton.

Unfortunately there was only a small entry for this the second rally on the 300 circuit at Snetterton, it seemed to take longer to do the stage changes between each pair of stages than run the cars through. There were three juniors running at the back of the field and this was soon down to two when one of these had an off on the second stage.

It must be a sign of the times as a lot of events are being cancelled or running with an entry that does

not justify the work and capital out for the clubs.

11th November Targa Rally at Woodbridge

West Suffolk Motor Club and Chelmsford Motor Club decided to run this Targa rally this year instead of a gymkhana as the MSA has now more or less outlawed the gymkhana type of event in favour of the Targa rally, there will be more of these in 2013 and they look like great fun.

Again there was a good healthy entry of 52 cars of every make and model, the most popular being the MG/Rover ZR/200.

18th November Charity Race Experience at Snetterton

The charity day went really well. Thank you to everyone who came out to help. RMC charity made over £42000. It was better organised this year with the exception of a lack of crash helmets but that could not be helped. I was down on the cheaper cars, C class; of which I think we were the busiest we didn't stop loading people in all day; apart from at lunch break, or when we had red flags or when we ran out of cars as they were all out on the track, we did however manage to get everybody waiting out before we finished for the day. Thank you to all who helped again. The date has been set for next year it will be the 17th November 2013. (Suzanne Newson).

18th November PCT Lyng

Reports from the organising team are that it all ran very well, the entry was quite low but of a high quality.

Several drives came to play from outside the Norfolk borders and they enjoyed the challenge of the Lyng hills.

The results are somewhere in this addition are the results.



Tunnocks Tour of Mull Rally 2012

In 2011 Christine and I were asked to service for Andy Egger on the 2011 Mull Rally, it took almost 10 seconds for us to make up our minds and agreed to be a corner stone in his service team.

We then had to try and get the time of work which can be difficult at the best of times, but after a significant amount of sucking up to the management team everything was in place for us to have almost a week of sight-seeing etc. in Mull a place we have never been to before.

We enjoyed the experience so much we decided before the rally end we should come back in 2012 and have a go ourselves, so here is our report for the whole week I hope you enjoy the read.

Friday 5th October, The days leading up to any event you think everything is in control and all you have to do is load the cloths in to the van and you are off out on the road North West to Mull.

Why does this never work out like

that for us.

Work gets in the way of what you want to do and of course I never seem to be able to leave on time and always need to finish something I know I should have not started today.

Saturday 6th October, Just as we finish loading the van we notice a small nail in the tread of a rear tyre on Christine's car, oh sh---ot. Rather than leaving it I shoot off to our local tyre dealer and as ever repair it in double quick time.

We finally hit the road at 11.00ish towards Norwich and beyond A47-A17-A1 and A66 on to Carlisle for an overnight stop in a Premier Inn booked some weeks earlier at £19 for the night.

With no problems we arrive at the hotel at just after six.

Sunday 7th October, We leave Carlisle at about 9.30, and it is only 400 yards before we are back on the motorway heading North towards Glasgow and beyond. It is foggy as we turn out on the motorway I was hoping it would clear soon as I do not like driving in the fog. My wish came true after just 8 miles the sun came out and it stayed that way for most of the journey to Oban.

The road around the west side of Loch Lomand is very narrow in places, most drivers coming the other do not notice the bit on the back (trailer in tow) until it is too late then you see the panic on their faces as they try to miss us. We survived with no scars and both mud guards on the trailer.

We have time in Oban to sample a Tesco lunch, not an experience to

be repeated again for a while.

The short drive to the ferry we were soon queued up waiting for the ferry which was nowhere to be seen 15 minutes before we are due to leave.

Just 15 minutes after the ferry docked we were on the high seas, 45 minutes later we had docked in Craignure, 5 minutes later we were on the road to Tobermory (the Isle Man Steam Packet Company needs to visit this ferry company for lessons in shipping).

We did have a bit of an adventure finding our rented house in Tobermory, trying to get the van, trailer and rally car up a 1 in 5 hill was fun even if it was the wrong road.

When we did finally find the right road the van and trailer would not fit up the narrow hair-pined road, so the trailer stayed down on the road chained to the gate, complete with hitch lock and two wheel clamps.

Christine and I were at the house alone from Sunday until Wednesday lunchtime when we were joined by Julian and Sara Riley, we all had a relaxing day and were joined by Adrian Sayers and Phil Webb in the evening just in time for dinner.

The work started for us on Thursday morning, planning our route through the stages then the reconnaissance of the stages. 17 stages needed to be covered checking notes from Andy's experience last year.

I was very pleased with the pace notes they were clear and safe, the only problem was there was a

lot of information to be read in a very short distance, sometimes a full page of notes would only cover a half of a mile. Julian was going to be busy talking to me all night long.

Friday during the day was taken up with the official stuff and trying to relax before the evening start.

Our first stage was only about half a mile from our house, and I must say I have never been so nervous about doing any event in my 30+ years of taking part in motor sport. We did two stages before service in Craignure, and it was great to have Christine and Sara there to greet us on this very wet night. The guys gave us a quick check over and topped up the fuel, and only too soon we were off again to do another 7 stages with no service between them.

We survived the night and had just a few hours' sleep before we had to get up to check out the car for the four afternoon stages we only managed to complete 3 of these 4 as the gearbox cried enough and spilled its contents onto the floor event over for us.

We got the car back to the house and looked at the problem and decided not to change the box as it would mean we would be trying to learn to use a standard gearbox on very dangerous roads.

Let me explain how dangerous, Julian and I were stopped from starting stage 8 as the stage commander had lost a car in the stage. The stage was cancelled we were told to drive though the stage and keep an eye open for the car or for where it might have gone off.

We did not see the car; they did find it later they found the wheels first and then the car which was in the sea. Driver and navigator were ok but if you saw the car you might not know what it was without looking at the badges.

With our adventure over for this trip we decided to go out and watch a night stage and see how it should be done, and after watching the cars through the stage it made us determined to have another go at this very

demanding rally. Christine said on the way home that we have unfinished business so we are going back in 2013.

ALL THAT REMAINS IS TO WISH YOU ALL A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR

SEE YOU IN 2013



The newsletter is now available electronically and a link will be emailed to Club Members who register

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201212.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

Adobe Acrobat Reader is available as a free download from get.adobe.com/uk/reader/

Marshals Post

Upcoming club events – Your Ideal Shop 12 Car, Canada Garage Motorsport 12 Car

Other clubs:

MGJ Engineering Brands Hatch Winter Stages on Saturday 12th January at Brands Hatch Circuit organised by Chelmsford Motor Club

Xpart Rally on Saturday 16th February based around Bury St Edmunds organised by Chelmsford Motor Club

Motex Honington Targa Rally on Sunday 10th March at MOD Honington organised by Chelmsford Motor Club

Cadman Construction Honington Stages on Sunday 14th April at MOD Honington 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)



| | Title | Pub Date | Edition |
|------------|--|----------|-----------|
| 131 | Boston & Spalding | 22/02/12 | D2 |
| 132 | North West Norfolk, King's Lynn & Fakenham | 30/03/11 | <u>D1</u> |
| 133 | North East Norfolk, Cromer & Wroxham | 06/10/09 | D2 |
| 134 | Norwich & The Broads, Great Yarmouth | 11/12/09 | D2 |
| 143 | Ely & Wisbech, Downham Market | 17/11/08 | D1 |
| 144 | Thetford & Diss, Breckland & Wymondham | 18/04/11 | B3 |
| 154 | Cambridge & Newmarket, Saffron Walden | 13/11/09 | D2 |
| 155 | Bury St Edmunds, Sudbury & Stowmarket | 12/01/12 | <u>D2</u> |
| 156 | Saxmundham, Aldeburgh & Southwold | 27/08/08 | B2 |

The Winter Year!!

Fred Winter

HERO LeJog 2011 - 8th December 2011, saw the car packed with marshalling equipment and warm clothing ready for the extremes of weather to be expected in the Highlands of Scotland. Our first marshalling point was on the North Yorkshire Moors east of Richmond, we were just 50 metres below the Beacon, there had been a lot of rain and all looked good until we got to the white road leading up onto the moors where a road closed sign was propped up against the stone wall. A local farmer said we might have problems as there had been a lot of snow, but if we got past a certain point we would be OK, we got there, but the competitors didn't their route up from the other side was blocked by a snow drift. We were made aware eventually by one of the organising crews coming up the same route as we had to investigate the route from our side. He got stuck and had to dig himself out. Time Control 1 and no competitors, that's rallying in December. We then headed for our overnight halt at a motel (the competitors were in 5 Star luxury hotel) up the A1 ready for our next TP on Monday morning. Monday a lovely sunny morning, but biting cold it was a good location and all the cars cleared through, our third TP was in Glen Lyon, we headed there with plenty of time and the weather was on the turn. The route in via Aberfeldy was wet and busy, our route into Glen Lyon was from the east, the competitors were coming from the west, having arrived with an hour to spare we settled down. There we sat having got ready with high visibility waterproofs in time for the course opening car. Every so often a car came through but no rally cars. We knew we were in the right spot though. All we could do was wait, we had no phone signal so could not call to see if the route was cancelled, which as we found out later it had been due to fallen trees that had not been cleared in time. From there we went due to the north of Inverness to a little place called Achany, another white road, before there it was hot drinks and food at Evanton Services. Here we met the course opening car and they were told that we would not move until they confirmed that the route was open. It was and we had a very interesting Passage Control in a beautiful wooded area between Bonar Bridge and Lairg, out came the salt it was very icy at the control. This was our final point most of the competitors made it to us. It was back onto the A9 and head for breakfast at Lybster and then the hotel in Wick for a few hours' kip before the prize giving dinner at the Rally HQ hotel. We eventually got home on Saturday 17th December.

HERO - The Malts Rally: The 29th April was the start of the Malts Rally from Turnberry Golf Resort, we were marshalling again, our first location was the Kames Car Circuit for the competitors' third test of the morning and it was only 1030. For an April morning it was freezing cold the route needed to be laid out and that took time. Thankfully the club ladies had opened their coffee shop so we could get a hot drink and bacon buttie when we closed. The rest of the day was free to having checked into our hotel in Dunkeld we did a bit of tourist things. The next morning saw us at a TP in Glen Quaich, from there we headed up north to the TP Strath Avon, which was some miles east of Grantown-on-Spey, beautiful part of the country, the sun was now shining and it was lovely and warm. We didn't have much time to enjoy the scenery as the rally was running early. A large section was changed giving the competitors a long diversion due to a bridge being closed. That's rallying. Our stop for the next two nights was Inverness; we were at the Holiday Inn Express again the competitors were in 5 star luxury as they are every night on Hero events. Day three found us firstly on a TP Urchany south of Forres, an interesting triangle. The larger older cars had to shunt round as on the outside of the corner was a deep ditch with no protection, the only warning was a stake that Fred had put in as a marker, we didn't want to have to call recovery to pull any of the cars out. Having popped into the lunch halt at Huntly Castle, we headed off to Dufftown and the PC at the Glenfiddich Distillery; after the last car had left we were free to enjoy the rest of the afternoon and followed the rally to a Cooperage close by. Day four saw us up before breakfast and setting up a test at the Caledonian Thistle Football ground, it was cold and very foggy, and the test a short one got the competitors ready for the day ahead. Having returned to the hotel and breakfast we checked out and headed for our next TP on the road above the Caledonian Canal, a beautiful spot and the sun shining. After an overnight halt in Invervaray, we headed off for our last PC at the Auchentoshan Distillery, on route we watched the competitors on the Rest and Be Thankful Test. Back to Turnberry and our hotel in the next village of Malens, marshals were invited to the Prize Giving dinner which was a treat.

Hero Summer Trial – The 12th July, the rally was based for the three days at Goodwood. The Winter

family now took on different roles, Fred and son Steven were taking the 1966 Hillman Imp on its first event ever rally, following a 12 year rebuild it was ready for the road. Liz and son Chris were marshalling, over the three days they had 4 TPs and 2 MC's. Fred and Steven had a really good rally finishing with a Silver Medal, 14th overall and 2nd in Class. The surprise of the night was their award for the Concours de Comfort et d'Equipment for the best prepared car.

Hero Throckmorton Challenge – 13th October. The Throckmorton Challenge is a one day event based at RAF Perhore in Worcestershire, a Hero Cup Event and also the final round of the HRCR Clubman's Challenge. Again we had a change of rolls in the Winter Family, this time Fred and son Chris were in the Hillman Imp having had faults from the Summer Trial repaired it was now ready for its first serious challenge of the 15 Tests interspersed with 4 regularities which make up most of the Event. It was a long day, there were 5 tests on each round, and each test had slight changes on subsequent rounds which meant that the teams had to concentrate. As a Test Commander I had to make the changes for each round and then remember which way they were taking the cones as the route changed from the visual perspective. The Winter Team had an excellent day, finishing with a Gold Medal and 2nd Overall out of a field of 91 starters.



We also managed to marshal on the club 12 Car event on the 28th September, and attended the Prize Giving Dinner and dance at Wroxham Hotel, a lovely evening with plenty of time to catch up with folk.

The nights have now drawn in and in the Winter household there is one goal and that is to get ready for Le Jog 2012, Christmas has to take a back seat, we are heading for Wales and our first Timing Point on the Saturday night, then follows the long trek up the country and 5 more Timing Points and a test eventually finishing in John O'Groats on Tuesday Morning, we will get a few hours on Saturday and Sunday nights but then its all go through the night until the finish.

Preston Virgins

Geoff & Maggie Bateman

During the year we have been hearing about the 'Preston' and how it seems to be one of the must have rallies to go to, I looked it up online and discovered it had been running for over 30 years and that we knew someone who had actually won it a few years ago, so we decided to offer to marshal.

I emailed the chief marshal and said we could provide a team of three, as that was what they said they preferred – me, Geoff and Rob Philp, but that we didn't have much experience if we were using their clocks, and that also we couldn't go far offroad as we were bringing our new MG 6 (which we found on the night had a clearance of just four inches!). We were told this was fine and they would tell us exactly what to do.

Saturday night we turned up at Barton Mills Ambulance Station, loads of cars, people, and sure enough when we signed on 3 control packs with all the info we needed, including how to use the clocks with the chips (something we hadn't done before). Lots of familiar faces there, all looking forward to a night out in the cold.

Our first control was near Kentford – we duly turned off the road, onto a track, which then became rougher and rougher – surely they didn't mean us to go down here – but unfortunately they did! We went further – grounding the car several times on the way until we got to where we should be – a corner of a field in the middle of nowhere! We were seriously concerned that we wouldn't be able to get out, and look the mobile number of the rescue crew in case we needed them later.

Clerk of the course came through to ascertain that we were in the right place, which we were (nearly) and we did have a moan about our position and he did admit that something wasn't right, but we were there! Our first proper car came through about 10.30 and it was exciting to see the lights coming over the tracks to the finish control before us, and then we had to chip and start them on their way for the next section. Most crews were really friendly and really enjoying it – there were some who were enjoying it a little too much, and the rescue truck was called into action again and again.

By the time we had finished it was freezing so we did manage to get back down the track and heaved a sigh of relief once we go back to the road and off to our second control which was near Santon.

This was down a forest fire road so we were ok, and we soon had a queue of cars waiting to start as a couple of previous stages had been cancelled due to flooding. Most cars had to be held back to their time, rather than arriving late, and this control was over quite quickly, by 3am, but I - who never gets cold was shaking by then – thank goodness it was dry.

Our last control was actually the final stage at Elevation – we got there early, had to wait for the barrier on the fire road to be unlocked, so we tried to have a quick nap. Again we just went a short way up the track and our control opened at 5.20 and we shut at 6.50 when the course closer car came round – you could definitely tell the Preston was taking its toll on the cars!

We were offered a breakfast but decided to go home, so that Geoff could wash the car and have a look at the underneath – it was fine apart from a few scratches, phew.

We would do it again, but next time would emphasize more how we did not have an off road car as the first control was really not on for us – and there were loads of 4x4s out there, but I did hear they were short on marshals and I guess these things happen.

Hopefully you will be reading from one of the competitors about their night, but this was ours!

Geoff and Maggie Bateman

2012 Motoring Round Up

Late Spring 2012

It's ages since I wrote an article for Spotlight, and having just cried off the Charles Clark Run due to the continual down pour outside I have a couple of hours to sit down and meander through the last few months motoring exploits.

21/22nd April.

Jim and I headed off to Ilkley for their Jubilee Classic rally, another round of the HRCR Championship. Our previous couple of outings had been disappointing so we were looking forward to a better run this time. The Regularities were not too demanding with respect to speed changes but the plot n' bash navigation certainly kept me on the limit of my multi-tasking abilities, while the tests were much more to our liking being more open with fewer cones and we managed without any wrong tests. One or two of the farm tracks were very muddy and rough though and were not really suitable for competition cars of this era; well that's our excuse anyway. We had a much better day than our previous outings by a long way with a top ten finish at last, and we journey back to Norfolk much happier.

12/13 May – HSTA and MGC Day

Gill and I decided to take a run out to the MGC Day as it was to be held at Coventry Air Museum and would give us an opportunity for a longer run in our MG. While wasting time on the inter-web I found that the newly formed Historic Sporting Trial Association (HSTA) was holding its inaugural meeting at Long Compton near Chipping Norton on the Saturday before MGC Day so it did not take long for us to decide to make a weekend of it and go to both events. We have always been fans of "mud plugging" with these specialist cars and had a plan we

would be giving it a go in our retirement! Anyway one of the attractions of this event was that for £10 donation you could have a taster go at one of the hills with one of the skilled competitors in their car – yes please. All the cars must be pre 1974 and some of them were from the 40s and 50s based on 100E Fords and Austin 7s. The one I ended up driving was a 1961 Cannon, but I'm getting in front of myself. One of the big opportunities with trialling is actually getting to the venue. A few years ago we went to one near Uppingham in Leicestershire and grounded it out on top of an ant hill of all things and needed to be man-handled back onto its wheels.

I spoke to the organisers before going and they were recommending to only go in a 4x4 as the hills were down a half mile farm track that was pretty rutted. So I said we'd be travelling in an MGC and after some discussion he thought it would be OK if I was careful and straddled the 3 ply track – just up our street I thought. When we got there this track was all of 2 miles long made up of thick gluttonous grey mud and boulders. Undeterred we trickled our way along only succumbing temporarily to wheel-spin once when we had to stop for a 4x4 to get by! Mind you our nice clean car was absolutely filthy by this time.

The event itself was good fun with plenty of cars of varying types to watch and some of the big names from trialling demonstrating how it should be done. At last it finished and there was a chance to have a go. Luckily I was pointed to Ian Wright a National Trialling Champion and his Canon. "Jump in and drive around to get the feel for it" - which is quite "brave" letting a complete stranger drive your car. It was very different. I could not believe how heavy the steering was – tougher than the

"C" which is really something. The brake pedal was for front brakes, the lever on the right side was for the rear brakes, and the levers each side of the centre tunnel were for the independent rear brakes for each wheel. The introduction to these individual or "fiddle" brakes was to traverse a 45 grass slope using the fiddle brake to stop the upper rear wheel from spinning due to lack of grip – easier said than done as it requires a good deal of finesse to apply the correct amount to maintain traction and not lock the wheel. Needless to say I did not master it, but I was soon directed to one of the hills that were used on the day for an attempt at a climb. Not too bad until the tricky bit. Well it took three attempts to get up and around a difficult little knoll but with me following throttle and steering instructions and my instructor working the fiddle brakes we got up to the top without stopping – good fun. It obviously needs a specialist car and a lot of skill to get the best performance, but it does not require umpteen sets of tyres every few tests so once you've laid out for the kit there is not too much maintenance cost to become competitive.

So the next day it's to Coventry Airport for the MGC Day a gathering of the clan to have a look at the great and good. The car I'm most interested in is one of only two works GTS cars that have aluminium bodies and triple weber carbs to drool over – a really macho motor. While another to take my fancy was a University Motors special. They bought the last 200 MGCs from the company and then modified them with suspension and engine upgrades including triple SU carbs to make them into the car they should have been. Not the prettiest of cars in beige with a vinyl roof, but a good find for one lucky guy. Our car meanwhile would have received the dirtiest MGC of the day award

if there had been a category as the mud was splattered all down the sides, and stood out like the proverbial sore thumb against all the other highly polished pretties – just my cup of tea. Highlight of the day though was one of the aircraft on display, an Avro Shackleton. This had four Rolls Royce Griffon engines, similar to the Merlin used in the Spitfire, but even larger, being 37litre V12s having a pair of four metre diameter contra-rotating propellers on each one, and they started three of them up for a static demonstration – fabulous. Looking in Wikipedia I see they were also used in the Supermarine Spitfire and produced 2035bhp against the Merlin's meagre 1030Bhp!

May 2012 – The Afternoon Tea saga

Gill and I spent some time creating the Road book for the Midsummer Classic which allowed us a few runs around the Norfolk Broads. Unfortunately we picked a Wednesday for our first outing that ended up at Waxham Barn and our hope for a refreshing afternoon tea were squashed as it was closed. Undeterred we re-traced our steps to Poppylands near Horsey Corner. This is best described as interesting and worth a visit as it is reasonably priced with generous portions of homemade cake and a large teapot! – very “olde worlde” or quaint could be a good description.

Our second run out to check if our first interpretation was correct came to a premature end in North Walsham. At the appropriate time we made a detour into North Walsham hoping to find a handy tea shop. After driving in ever diminishing circles we decide it was a case of Sainsburys as a last resort. Now this takes a fair bit of finding even if you know your way around the one way system, but just seeing the building and trying to get there wasted yet more time. Eventually we found our way into the car park, then into the shop,

and of course to those of you who know there isn't a café. So out we go and around the corner I spy a sign for a tea room in the back of what looks like a terraced house. Handily there is a pay and display opposite so in we go – 50p in the meter and into the café. It's dark but there's plenty of cake on the counter – “hello anyone there”. Someone comes down the stairs – “can we have tea and cake for two please” – “No sorry we shut at 4.30pm” – You can imagine our reaction – it can only be 4.35pm. With that we give up and go home – rather grumpily – being 50p worse off and no tea!!!!

A couple of con-flabs on final portions of the route with Phil and Martin and the jobs a “good ‘un” as they say. Phil and Martin seemed pleased with the event apart from the weather, and hopefully there will be/have been words elsewhere in Spotlight from the day.

14th June PCT at Tibenham.

It's a few years since Gill and I tried our hands at a PCT so Tibenham seemed a good place to have another go. I've spent quite a few hours fettling our Saxo recently and it now has a new rear beam axle and radius arm bearings. I also have a set of alloy wheels with a set of worn tyres that could do with being properly destroyed so there was nothing stopping us. It was a lovely dry evening with four runs at two tests all cleverly laid out by David and his organising team. As usual I started off too enthusiastically and my attempts at handbrake turns around cones ended up with us sailing merrily backwards in the wrong direction or me trying to drag the car along with the back wheels locked and the handbrake jammed on. Recent recruits to SCCoN, Alan and Erica Nobbs, were another couple venturing back into PCTs after many a year and Alan was finding his twin cam Westfield a bit of a handful. This was a bit of a shock to Erica who thought they would spend more

time reversing into garages than gyrating in ever diminishing circles. Great fun was had by all, and a big thank you as always to the Organising Team and the marshals.

Well there's been a big break and now it's the end of September and I shall pick up on events

17th June – East Anglian Classic.

This is another HRCR event and Jim and I were seeded at #3 with a rather disappointing entry of 30+ cars. It was over a month since our last outing together and Jim had taken the opportunity to have the engine rebuilt with an upgrade in the pursuit of more power. The car was just out of the Mark's workshop with little time to have the carburation and ignition tuned to the new set up so it was running a little rough and Jim was under strict instructions not to use full throttle at high rpm. It was a good event for us with good tests and lady luck was on my side when I had a one of those navigational moments when I thought I had miss-plotted and we were going the wrong way. By the time we had stopped, turned around, and travelled a mile I realised we were OK in the first place, but then I forgot to reset the trip so we were a good many seconds late at the next control. Luckily it was scrubbed from the results as the navigation was incorrect and everyone went the wrong way to the control – phew!! We finished 7th which was very respectable considering, and the car is showing good potential for the next event – The Ross Traders in July.

MGLive – 22/23 June.

A few days later and we were off to MGLive organised by the MG Car Club at Silverstone. Again we made a weekend of it and included a run on the Friday around the Cotswolds. This is part of the

country we don't know very well so this 100 mile trip through the countryside starting and finishing at Silverstone with a visit to the Oxford Bus Museum would give us a good view of the countryside not normally seen. We were not disappointed and some of the towns and villages are really very smart. This run had a competitive twist to it with a treasure hunt included. Some of the clues were photographs of various farm or house signs that had to be found and this added a new dimension to this type of event. There was a really international range of entrants from Germany, Holland and Japan with one couple bringing their 1930s MG K3 from Australia to do the run. They showed a lot of resilience at the finish when the heavens opened and they and the car got completed drenched!!!! Our day finished on a high as we were declared winners of the treasure hunt – very happy.

On the Saturday we spent the day wandering around Silverstone looking at the 1000s of different MGs produced over the years. One of the highlights was a sightseeing trip around the circuit perimeter on an old Bristol coach from the 50s. We had a brief view of the new pits complex, apparently called "The Wing", my goodness they have spent helluva lot of money there, £27 million apparently, but still some of the car park and spectator areas were verging on a muddy quagmire – what it was like at the Grand Prix I dread to think. There were several races going on also, including a one off event to celebrate 50 years of the MGB. There were 50+ cars entered and they made quite a spectacle on the circuit. Using the GP circuit for the 50 minute race there were cars going by all the time after the first lap as the difference in the fastest to slowest was quite significant.

21st July – Ross Traders HRCR - Round 7

What an event this turned out to

be. It is held around Ross-on-Wye on the border with Wales so we set off with plenty of time Friday morning. We get as far as Cambridge where we come to a grinding halt for an hour on the A14 while the wreckage from a multi-car pile up is cleared off the road. The rest of the journey is uneventful until we've unloaded the car from the trailer and I notice fluid running out from under the engine of Jim's Mercedes tow car – ugh! He makes some enquiries with his mates and soon it will be whisked away to see if it can be fixed while we are rallying – so far so good.

Next it's the noise check – failed 100dBA-should be 98! After some head scratching Jim takes the car for a run to warm it through and comes back and manages a 99dBA so they let us through with a warning they will keep an eye on us tomorrow. Upon reflection, the test was held in a silly place under a woodland canopy and not in a wide open space. Nevertheless with the recent engine modifications it will need some attention in the future. The rally went really well for us and we were holding onto 5th place as we ended the last Regularity when the engine decided to go onto two cylinders! We took the plugs out and gave them a clean and crossed our fingers as we started the last three tests at Cheltenham Race Course. It was obvious that made no difference and we spluttered around trying to keep out of everyone's way. Then it was just the long haul back to Ross-on-Wye for the finish feeling a bit sorry for ourselves. We get there ok and then start the hunt for the Mercedes. Jim thinks I arranged for it to be taken back to the start Hotel, but I hadn't, and it was not there. The guy who had arranged to get the car repaired was still managing the last test and was not answering his 'phone, so we were a little "lost" as to what to do next. Eventually someone found us and said the car was on its way, and it duly arrived. However it had not

been fixed and was diagnosed as having a diesel leak. I must admit I could not identify the fluid at all as it was most peculiar stuff, so I was a little surprised. Anyway we left without waiting for results and filled the car with fingers crossed. Everything turned out fine, and we arrived back in Norwich without further mishap, and we discovered we had finished 8th overall and picked up a 3rd in class award. To finish the story Jim took the car to Mark, and he diagnosed a faulty water pump which was duly repaired; very peculiar coolant in these Mercedes.

Well that will be my lot for HRCR events this years as I'm playing "Carer" for Gill while she has her left hip replaced, and Jim will be doing the Vale of Clwyd with his former navigator, Dave Wilson, hoping for a better result than we had last year when we missed the first ITC!

19th August 2012 Paul & Nick's Summer Scatter

With Gill due to go into hospital for her hip replacement on Tuesday we set about Paul and Nick's Scatter as a bit of fun before the inevitable house bound period. We found the start within the grounds of Fakenham racecourse complex and soon had the usual 40 points marked on the map, so it's just down to deciding on what route to take. With "treasure" points dotted all over Norfolk from the A47 to the North coast there was plenty to go at. Even with the inevitable holiday traffic at the weekend we thought the cluster of points around Holkham and the Burnhams were worth the risk, so off we went. As soon as we tried to turn onto the main road and head north from Hempton we ground to a halt in the traffic queuing for the roundabout! This was a sign we should have taken more notice of, but we didn't. The clues were falling into place as we headed north across country and we fell into a false sense of security. As

soon as we got to Wells we came to a standstill trying to get into Holkham estate for two or three clues. Eventually we got there and tried to cut through the grounds to exit near the west side, but the car park attendants soon put a stop to that. So we are retracing our steps and losing time as we head out for Burnham Market. This was much quieter than we expected and we bumped into Martin and Christine searching in the same areas. Some good clues here, although the pub sign had been changed in the few days before the event making one of the answers more difficult than anticipated. With 20 of the required 30 answers completed we set off for the dash back south with the object of visiting ten more clues along the way. Good plan, but we ran out of time and ended up with a mad dash to get back to the finish without collecting too many time penalties. A cracking event created Paul and Nicks Team and it was a shame there were not more folks there.

28th September 2012 P&H 12 Car.

Gill's making fabulous progress and we marshal on the P&H opener. We have a very leisurely evening with all Competitors coming through both our Controls very close to their due time with no aggro at all. I must admit to being a bit mean to Dale and Andrew Lawson at TC3 because they looked like arriving at the Control dead on time when two cars came from the opposite direction and met them about 100yds before the Control. They had to back up a considerable way to let the locals through and although Andrew asked for "his" minute it was too late, and I did not give it to him, so they lost it due to "force majeure" – it was strictly to the letter of the rule book, but I felt bad about it after. I'm glad it did not make a difference to their final result, 2nd overall. Another bit of good fortune was finding Fred Winter at the start, and he kindly agreed to

collect "our" Ross Traders awards from another Competitor on the Throckmorton Rally that he will be doing in October. Thanks again Fred.

October 2012 - Salty Saxo Saga

Well that's brought me into October and my next opportunity has arisen. There's been a funny rubbery smell emanating inside Salty Saxo and more recently the airbag and child seat warning light have decided to glow continuously while driving, so a trip to Duff Morgan was required for some diagnostics. The unexpected results was – "sorry but your heater matrix is leaking and the damp may have upset the body ECU – it's a horrible job as the dashboard needs to come out". So £74 later I acquire the said heater matrix and set about demolishing my car. Here is the abridged version of my first time experience of this delectable task – not! The handbook would read something like this.

"In order to remove the heater matrix firstly remove the windscreen wipers, then the front wheel arch liners and the front bumper (in order to drain the coolant) before removing the centre console, steering column and dashboard assembly". Easy so far, hope you are keeping up?

The matrix is a module that slides into the side of the heater box with integral pipes that poke through the front bulkhead. If it was a left hand drive car it may be possible to extract the heater matrix, but as the pedals get in the way of this possibility it is necessary to remove the heater box from the matrix and leave the matrix dangling on the end of its hoses. Up to this point it has been impossible to even see the clips which hold the heater hoses to the matrix as they are behind the engine, below the inlet manifold and brake pedal cross shaft to the servo. My only hope is to be able to pull the pipes into the cabin far enough to get a pair of mole-grips

onto the horrible spring clips in order to liberate the troublesome leaky object.

Well after several rests and fortifying refreshment over a three day period of intermittent contortions I have eventually liberated it and replaced the offending item with a new one, but now have the opportunity of replacing the humongous rubber grommet in the front bulkhead so I have retired for further refreshment and thought.

A new day with renewed vigour and the offending grommet is prized into place. The only way I'll know if it is fitted and sealed properly is the first time we go out in the rain and the carpets stay dry. The rest of the day goes well and she is up and running with the cooling system bled. Just the front bumper to re-fit, but I can do that with my eyes closed as it's been on and off more times than I care to remember. That's it all done in time for a spot of marshalling on the next 12 car to-morrow. Now all I have to do is find out why the airbag and child seat warning lights are still on – which is where I started! I can foresee another trip to Duff Morgan fairly soon.

27th October 2012 - SCA 12 car.

Another entertaining evening. Signed on in Beeston collected our info pack and set off for TC2. I was nearly there when I realised I didn't have a control board or tabard; quick about face and dash back to the start. Collected the tabard, but Jonathan told me that the boards were already out..... We soon found our spot in a wooded dark lane just north of the A47. The cars were slow to arrive, but eventually all were through except for Paul and Nick who have not managed to make the start. So far the weather had been kind to us. Next was a trip across Norfolk to TC 9 on Massingham Heath, a lovely spot for fine weather marshalling with the wind racing in from the northwest. This time the cars were much closer to their due

time to start with, but then large gaps started to appear. About midway through the sky clouded up and then the near horizontal hail started to fall. Luckily I could shelter behind the car for most of it as only a couple of Competitors

appeared during this short interlude, so I did not drip too much water/ice onto the navigator's laps. We did not need much encouragement to go home and sample the delights of a nice warm house!

Well that's about it for one year, I wonder what 2013 will bring.

Merry Christmas from Ian & Gill

Thoughts from a new navigator

Amy Henchoz

Holding a map

So as a new navigator you will obviously need to know how to hold a map, this should be simple if you took geography and if you didn't you can work it out with a certain amount of logic. As you will therefore know you should always hold a map so that north is facing away from you. And as a high school geography teacher this should be very basic knowledge and should be applicable without too much thought. However apparently that is not the case as I found out when I did a Duke of Edinburgh practise expedition a few months back during which we had a teacher with us on the first day, lucky for us this teacher was my year 10 GCSE geography teacher. About half way through the day I took over the map reading after we wrong slotted and got lost twice. This was a good decision since I got us to the campsite on time without too much trouble however we did have to keep stopping so that my geography teacher could check what I was doing and was at the right place on the map, it was at this point that I discovered that she was holding her map upside down and turning it as we turned a corner and if that wasn't bad enough she insisted on turning one round so that she could check we were in the same place on the map. Now I am no longer surprised that 3 times earlier that day we somehow managed to go up the right footpath from the wrong direction!!

Rolling a car

As most people who rally even a little will know my parents are big with old Volvos and.... with rolling them!! In the January of this year my dad (Robert Henchoz) did The London To Cape Town rally in a Volvo 144, most will also know that mere months before he rolled this same car while doing a SCCoN Autotest, and a few months before that my mum rolled her Volvo PV. However I am focusing on the second roll as it was the one I experienced. If you have ever had the misfortune to ever have rolled a car you will know how awful the period afterwards is. For those lucky enough to have escaped the experience - my advice is to be prepared because at some point it will probably happen. Before and during the roll there is not a lot you can do to prevent it from the nav seat, so the best thing to do is to let go of everything and just to let it roll! Once the car has come to a standstill just get out and stand on the ground it will help having something stable that you know is not going to move under your feet, once you have settled down inspect the car...this bit is honestly the easiest part of rolling a car the months of agonising over fixing the car or buying a new one later on is very bad but not the worst. The worst part about rolling a car is the six months after you have rolled it every time you go around a sharp bend your brain will prepare for you to roll again and you will want to take the corner at a snail's pace but don't! I found that however much you think through the logic of it all it won't help in the slightest, the only way to get rid of that fear is to just do some more rallying and never let something like that stop you from rallying!

By Amy Henchoz

Aged 15

Road Rallying November Round Up

Quiet month:

Waveney Mushrooms 12 Car, out with Alan, another night to record in the ledger under the 'should be running as a novice' column. Saved my mega boo-boo for the first section this time; leaving the whole event to fret.

Everything started well, signed on to be wined and dined on tea and biscuits. The temperature was dropping and it was a tad chilly but the roads on the way to the start had been fine. Queued up for the start of the first section; a thrash around the first mushroom airfield of the night. Now one of the nastier navigator nightmares involves setting off on a section where you have absolutely no idea where you are; or the slightly worse variation where you aren't where you think you are. Tonight was the latter. Even running as car 1 was no excuse as I'd sat and watched Robert drive round as course opener. Opened the envelope, head down and we were off – the first bit of navigation worked fine but I couldn't get the last bit to fit; even looking up to see buildings at the first board was not enough to knock the penny off the table! The following series of three open 60 rights when I was expecting a more than 90 right was still not enough to convince me that I should be sat at home in my slippers in front of the fire dribbling into my cocoa! The arrow on the slot right at the top end of the airfield finally convinced me that all was not well, Alan wanted to slot right at the next junction (following the tracks of Robert) but I decided we'd wait for the next car and follow them. Chris & David turned up and we had a mid-airfield huddle – still none the wiser. Then Simon & Peter turned up and Peter seemed to know where he was going so we followed them. Not a good start!

Things went further downhill at

TC2 as I struggled with the string of junction departs but made it to TC2 eventually. We had been re-passed by Simon & Peter mid-section but Chris & David had taken a bit of a scenic route. Penalties for the three 'experts' at TC3 were Car 1 on 5, Car 2 on 5 and Car 3 on 3,

TC2 to 3 saw the first (and probably worst) of the ice. Road colours to Redgrave and then map features along Low Road south of the Waveney (almost 100% sheet ice). The first bit had an avoid and I think either Simon or Chris missed the loop and had to go back as we saw one car appear in front of us near Great Fen Visitor Centre. Cleaned this section: as did cars 2 & 3.

Circular herringbone to TC5, fortunately with a spot height clue but loads more patchy ice and fortunate to only drop the 1 minute, but we were now joined by John & Ian running at car 4, not sure whether they wanted to be past or not as we were both only doing about 30 mph. Penalties at TC5 for cars 1 to 4 were 6, 7, 7 and 2. Other notable scores on the doors at TC5 were Ian & Damian on 6, Mark & Jonathan on 6, Rob & Amy on 5 and David & Josh on 5. All very close.

Neutral to TC6 and then grid squares to TC7. We let John & Ian lead the way out of TC6 with the idea of following them on slightly easier navigation; that lasted as far as the first junction when Mr J Public slotted into the middle of the convoy. It was still slippery but no real problems into TC7. This was followed by my favourite section of the night – coded grid lines and spot heights. David provided a clue on the key (ABROCKDISH) with a 5 under the C, the 5 confused me until I realised it was a clue. The route included a trip through a lay-by

on the B1117 on grid line 74 which I think we may have helped Chris & David spot the loop.

Short section to TC9, grid lines and spot heights reading right to left with a nod to KLDMC by including the control numbers in the string cost us 2 minutes (should have spotted the sneaky bit quicker). More road colours to TC10, clock face junctions to TC11 (including the very not as map junction at 288 842) and a final thrash across the second mushroom farm airfield of the night to TC12 (managed to find the loop that I missed last year) followed by a short run to the finish at the Flixton Buck to be greeted by a warm fire, a sherbet and a very tasty supper,

Final scores on the doors showed it was very close at the sharp end. Rob & Amy continued their domination of the event with 1st o/a on 6 minutes: 2nd o/a and 1st Intermediate John & Ian on 7: 3rd o/a and 1st Expert Alan & David on 9:

Well done to David & Robert and their team for providing an excellent event.



PS Must mention the Preston as there was a good turnout of marshals from the club plus club members featured quite prominently in the results. Mark Banham & Jonathan Stimpson 4th o/a: Clive Baty & Rob Henchoz 7th o/a: Rob Kitchen & James Savage 11th o/a: Geoff Goodwin & Ian Graham 34th o/a (after some car problems). Out of the 57 starters there were 38 finishers which was a surprise to me, I was expecting greater carnage. All finished off with what must be in the running for breakfast of the year.

2012 / 2013 12 Car Championship

Round 1 – Friday 28th September - P & H Novice 12 Car

Organised by David & Katy Leckie and sponsored by Pat & Henry Fairhead

Round 2 – Friday 26th October - SCA Race and Rally 12 Car

Organised by Jonathan Stimpson and sponsored by Alan Shrimpton

Round 3 – Friday 30th November - Waveney Mushrooms 12 Car

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

Round 4 – Friday 25th January - Your Ideal Shop 12 Car

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

Round 5 – Friday 22nd February - Canada Garage Motorsport 12 Car

Organised and sponsored by Mark & Lorraine Annison

Round 6 – Friday 22nd March - Lyng Garage 12 Car

Organised by tbc and sponsored by Dennis Ward

Timetable for ALL rounds:

Entries open on the Wednesday 16 days before the event and close on the Friday 7 days before the event

There will be a slight change for this season's Championship, in an effort to save postage the event regulations and entry form **WILL NOT** be sent out with the newsletter. They will be published on the website 7 days before entries open; however if anyone is desperate to receive a paper copy please contact the Championship Co-ordinator and a copy will be posted to arrive before entries open.

| | Event Date | Regs & Entry Form Published | Entries Open | Entries Close |
|----------------|-------------------|-----------------------------|-------------------|-------------------|
| Round 1 | 28-09-2012 | 05-09-2012 | 12-09-2012 | 21-09-2012 |
| Round 2 | 26-10-2012 | 03-10-2012 | 10-10-2012 | 19-10-2012 |
| Round 3 | 30-11-2012 | 07-11-2012 | 14-11-2012 | 23-11-2012 |
| Round 4 | 25-01-2013 | 02-01-2013 | 09-01-2013 | 18-01-2013 |
| Round 5 | 22-02-2013 | 30-01-2013 | 06-02-2013 | 15-02-2013 |
| Round 6 | 22-03-2013 | 27-02-2013 | 06-03-2013 | 15-03-2013 |

www.scon.co.uk/SCCoN201212Car.htm

12 Car Round 3

Waveney Mushrooms

Results:

| Car | Class | Driver / Navigator | Fails | Mins | o/a | Class |
|-----|-------|---------------------------------|-------|------|-----|-------|
| 9 | N | Rob Henchoz / Amy Henchoz | - | 6 | 1 | |
| 4 | I | John Peterson / Ian Graham | - | 7 | 2 | 1 |
| 1 | E | David Bell / Alan Shrimpton | - | 9 | 3 | 1 |
| 2 | E | Chris More / David Smalley | - | 13 | 4 | 2 |
| 6 | I | Ian Woodley / Damian Conway | - | 16 | 5 | 2 |
| 3 | E | Simon Hatfield / Peter Riddle | - | 21 | 6 | 3 |
| 10 | N | David Daniels / Josh Ward | - | 36 | 7 | 2 |
| 7 | I | Mark Banham / Jonathan Stimpson | 1 | 24 | 8 | 3 |
| 8 | N | Dale Lawson / Andrew Lawson | 4 | 14 | 9 | 3 |
| 11 | N | Pat Headland / Tony Headland | 7 | 29 | 10 | 4 |
| 5 | I | David Leckie / Katy Leckie | RET | | | |
| 12 | N | Geoff Bateman / Nick Dunkley | RET | | | |

Thanks to David & Robert for organising & sponsoring and all the marshals.

Championship Positions after round 3 (top 11):

| o/a | Driver | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|-----|----------------|----|----|----|---|---|---|-------|
| 1 | Chris More | 12 | 11 | 9 | | | | 32 |
| 2 | John Peterson | 10 | 8 | 11 | | | | 29 |
| 3 | Dale Lawson | 7 | 12 | 4 | | | | 23 |
| 4 | Alan Shrimpton | | 10 | 10 | | | | 20 |
| 5 | Simon Hatfield | 6 | 5 | 7 | | | | 18 |
| 6 | Ant Liddle | 9 | 6 | | | | | 15 |
| 7 | Pat Headland | 8 | 3 | 3 | | | | 14 |
| 8 | Rob Henchoz | | | 12 | | | | 12 |
| 9 | Geoff Bateman | 11 | | | | | | 11 |
| 10 | David Daniels | | 4 | 6 | | | | 10 |
| 11 | Robert Aldous | 11 | | | | | | 11 |

| Navigator | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|-----------------|----|----|----|---|---|---|-------|
| David Smalley | 12 | 11 | 9 | | | | 32 |
| Ian Graham | 10 | 8 | 11 | | | | 29 |
| Peter Riddle | 11 | 9 | 7 | | | | 27 |
| Andrew Lawson | 7 | 12 | 4 | | | | 23 |
| David Bell | | 10 | 10 | | | | 20 |
| Garth Collier | 9 | 6 | | | | | 15 |
| Tony Headland | 8 | 3 | 3 | | | | 14 |
| Amy Henchoz | | | 12 | | | | 12 |
| Richard Freeman | 6 | 5 | | | | | 11 |
| David Mann | 3 | 7 | | | | | 10 |
| Damian Conway | | | 8 | | | | 8 |

2012 Clubmans Series Championship

Clubmans Series Round 8

Lyng Garage

| .Car | Class | Driver | Car | Total | o/a | Class |
|------|-------|----------------|---------------|-------|-----|-------|
| 2 | R | Ian Nute | Chance | 7 | 1 | |
| 14 | R | Ross Nuten | Dellow | 8 | 2 | 1 |
| 3 | R | Peter Hanman | Dellow | 9 | 3 | 2 |
| 15 | R | Tony Christy | Dellow | 10 | 4 | 3 |
| 5 | R | Barry Redmayne | Liege | 12 | 5 | 4 |
| 1 | R | Tony Burdett | Chancer | 20 | 6 | 5 |
| 6 | F | Robin Howard | Citroen AX GT | 37 | 7 | 1 |
| 13 | F | Paul Ellis | Citroen AX | 46 | 8 | 2 |
| 12 | F | Hannah Ellis | Citroen AX | 48 | 9 | 3 |
| 8 | F | Ben Cutting | Nissan Micra | 49 | 10 | 4 |
| 4 | F | Dick Lines | VW Polo | 54 | 11 | 5 |
| 9 | F | Alan Hockman | Nissan Micra | 56 | 12 | 6 |
| 13 | F | Tony Burchnall | Ford Fiesta | 56 | 13 | 7 |
| 11 | F | Ann Burchnall | Ford Fiesta | 68 | 14 | 8 |
| 7 | F | Andy Mount | Peugeot 206 | 72 | 15 | 9 |

Probably a first for the club: a round of a club championship that actually took place but with NOT ONE entry from a club member. Thanks to David for organising and setting up the hills (assisted by Keith Pettitt and his team from West Suffolk Motor Club), Dennis for sponsoring, the landowners, the marshals and the members of the other clubs that made the event take place.

With no club members taking part the final championship positions for 2012 are as they were after the last round.

Final Championship Positions after round 8 (top 18):

| o/a | Driver | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Total |
|-----|-------------------|----|---|----|----|----|----|----|---|-------|
| 1 | John Peterson | 8 | | 22 | 18 | 15 | 11 | 10 | | 84 |
| 2 | John Wadeson | | | 17 | 17 | 13 | 16 | | | 59 |
| 3 | Geoff Bateman | 7 | | 11 | 8 | | 8 | | | 34 |
| 4 | Garth Collier | | | 13 | | 7 | 10 | 4 | | 34 |
| 5 | Josh Ward | | | 19 | 12 | | | | | 31 |
| 6 | Jonathan Stimpson | | | | 12 | 18 | | | | 30 |
| 7 | Matthew Willgoss | | | 16 | | | 13 | | | 29 |
| 8 | Richard Leggett | | | 8 | 9 | 5 | 6 | | | 28 |
| 9 | Peter Riddle | 9 | | | 18 | | | | | 27 |
| 10 | David Mann | 13 | | | | 10 | | | | 23 |
| 11 | Sam Headland | | | 7 | | 15 | | | | 22 |
| 12 | Simon Riley | 19 | | | | | | | | 19 |
| | Wendy Burge | 19 | | | | | | | | 19 |
| 14 | Gill Doble | | | | | 12 | | 7 | | 19 |
| | Ian Doble | | | | | 12 | | 7 | | 19 |
| 16 | Ian Graham | 8 | | | | | | 10 | | 18 |
| 17 | Rob Philp | | | 10 | 8 | | | | | 18 |
| 18 | Ken Stimpson | | | | | 18 | | | | 18 |

Miscellaneous



"When Reliability Matters"

About Us

Norfolk Classic and Sports Cars was born from a lifelong passion for motorsports and classic cars, and was established with the aim of providing a reliable and complete service for classic and sports cars, including on event servicing for motorsport events, as well as general servicing, repairs and rally preparation work.

The founder of the company, Robert Kitchen, has been providing on event support for the Endurance/Classic Rally Association since 2000, and has worked on most of their long distance endurance events over the last 11 years. Therefore Norfolk Classic and Sports Cars is ideally placed to prepare vehicles for this type of event, as Robert has travelled many of the routes and experienced firsthand the kind of problems encountered by classic vehicles on these types of event.

The company also carries out restoration work, with workmanship undertaken to a meticulous standard. You can see examples of previous commissions in the Projects section. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of the events that Robert has provided mechanical support on:



| | Title | Pub Date | Edition |
|------------|--|----------|-----------|
| 131 | Boston & Spalding | 22/02/12 | D2 |
| 132 | North West Norfolk, King's Lynn & Fakenham | 30/03/11 | <u>D1</u> |
| 133 | North East Norfolk, Cromer & Wroxham | 06/10/09 | D2 |
| 134 | Norwich & The Broads, Great Yarmouth | 11/12/09 | D2 |
| 143 | Ely & Wisbech, Downham Market | 17/11/08 | D1 |
| 144 | Thetford & Diss, Breckland & Wymondham | 18/04/11 | B3 |
| 154 | Cambridge & Newmarket, Saffron Walden | 13/11/09 | D2 |
| 155 | Bury St Edmunds, Sudbury & Stowmarket | 12/01/12 | <u>D2</u> |
| 156 | Saxmundham, Aldeburgh & Southwold | 27/08/08 | B2 |



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

RALLY MARSHALS' TRAINING DAY

on

Saturday 2nd February 2013

at

Cambridge Regional College

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

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

Please apply via the online application form at <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=cambridge> which will ensure we have all necessary details. If this is impossible then please phone Clive on (01223) 232861.

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

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



RMTD-ADC 121115A



SPORTING CAR CLUB of NORFOLK

CHRISTMAS EVENT

IS AT

THE WHITE HORSE

TROWSE

NORWICH

On Thursday 20th December

From 8pm Onwards

Free entry

Grab a drink and join us in the function room upstairs.

There will be a buffet available



Christmas Quiz (bring your answers to the White Horse)

Maggie Bateman

| | | |
|----|---|--|
| 1 | According to Steve Wrights factoids what proportion of Porsches produced are still on the road? | |
| 2 | What British classic first went on sale in 1959 costing £496 19s 2d? | |
| 3 | Which fictional TV hero drove a white Volvo 1800? | |
| 4 | The Smart car was a concept thought up by Nicolas Hayek. On what existing idea was it based? | |
| 5 | Who had a car called 'The Compact Pussycat'? | |
| 6 | Which famous British make had its origins in an Oxford garage in the 1920s | |
| 7 | Which blue-chip car company was formed by brothers Alfieri, Bindo, Carlo, Errore and Ernesto in the 1920s) | |
| 8 | Which tyre company was founded in the 1930s by Shojiro Ishibashi | |
| 9 | Which film characters car had the number plate BMT214A | |
| 10 | What colour is Homer Simpsons car | |
| 11 | Which was the first car to have a turbo charged engine? | |
| 12 | Which make of car is named after its intended market - the USA? | |
| 13 | What was the name of the car in the Dukes of Hazzard | |
| 14 | To what speed does the car in `Back To The Future` have to reach to travel in time? | |
| 15 | Who became the only racing driver to win the World Championship by driving his own car when he did so in 1966? | |
| 16 | Originally called 40/50 what did Rolls Royces' 1970 car later become known as? | |
| 17 | In which city did the first recorded car accident occur | |
| 18 | Which well-known manufacturer had to rebrand one of its best selling cars before marketing it in South America because the car`s name | |
| 19 | How many regions are listed on the Forums Page of the Porsche Club website? | |
| 20 | In which year was the original Ford Escort launched | |
| 21 | Which are older veteran or vintage cars? | |
| 22 | Why did Rolls Royce change their cars badge colour from red to black? | |
| 23 | What unlikely material was the bodywork of the East German Trabant car made from? | |
| 24 | Which Porsche appears at number 49 in the BBC Book by Richard Porter 'Crap Cars' | |
| 25 | The original Mini was launched in 1959. In what year did total sales surpass the million mark? | |