

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

March 2014



***Jonathan & Ian
(Bath Festival Rally)***

Events in March

**Thursday
20th March**

**Natter &
Noggin**

**White Horse,
Trowse**

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Inside this issue	
The Latest ...	3
2014 Calendar	4
Editorial	5
Marshals Post	6
Oman to Oman	7-9
Percy Pig Table Top	10-11
Bath Festival Rally	12
Tour of Cheshire	13-14
2013 / 2014 12 Car Championship	15-16
2013 / 2014 AMSC Trials Challenge	17
2014 AMSC AutoSOLO Challenge	17
2014 AMSC Targa Challenge	17
Miscellaneous	18+

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

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 **White Horse**

Please join us at the White Horse on **Thursday 20th March** for the next Natter & Noggin

Diary Dates

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

Wednesday 2nd April
Management Meeting

Thursday 17th April
Club night at the White Horse, Trowse

Wednesday 7th May
Management Meeting

Thursday 15th May
AGM at the White Horse, Trowse

Wednesday 4th June
Management Meeting

Marshalling

Marshal Points:

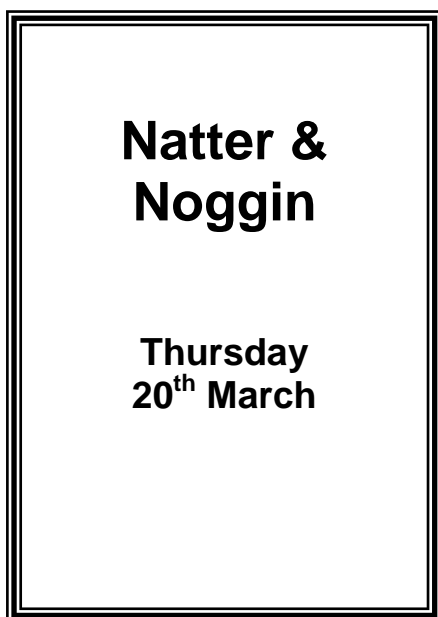
Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting David Bell.

Sunday 23rd March
Wattisfield Trial
Wattisfield Hall (nr Diss)
West Suffolk Motor Club

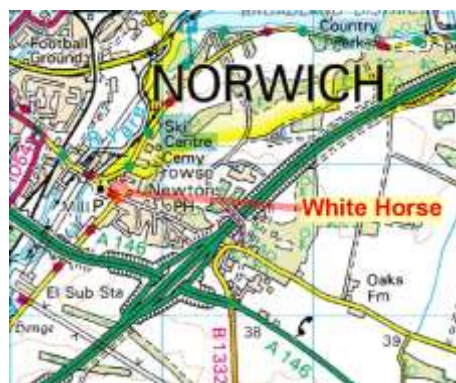
Sunday 30th March
TRS Ltd Targa Rally
MOD Woodbridge (nr Ipswich)
Chelmsford Motor Club

Sunday 27th April
Debden AutoSOLO
Carver Barracks (nr Saffron Walden)
Cambridge Car Club

Sunday 18th May
Debden AutoSOLO
Carver Barracks (nr Saffron Walden)
West Suffolk Motor Club



[White Horse, Trowse NR14 8ST](#)



2014 Dates	Event	Champ.	Contact(s)
Wednesday 1 st January	New Year Treasure Hunt	Clubmans	Ian & Gill Doble
Thursday 16 ^h January	Club night Paris to Peking		Guest Speakers: Peter & Allison Cotes
Friday 31 st January	12 Car	12 Car	Mark & Lorraine Annison
Thursday 20 th February	Club night Table Top Rally	Clubmans	David Bell
Friday 28 th February	12 Car	12 Car	Bernie Fox & Trevor Addison
Friday 14 th March	March Hare		David Bell
Thursday 20 th March	Club night		
Friday 28 th March	12 Car	12 Car	David Bell
Thursday 17 th April	Club night		
Thursday 15 th May	AGM		David Leckie
Thursday 19 th June	Club night		
Sunday 22 nd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 17 th July	Club night		
Thursday 21 st August	Club night		
Thursday 18 th September	Club night		
Friday 26 th September	12 Car	12 Car	
Thursday 16 th October	Club night		
Friday 24 th October	12 Car	12 Car	
Thursday 20 th November	Club night		
Friday 28 th November	12 Car	12 Car	
Thursday 18 th December	Club night		

www.scon.co.uk/SCCoN2014Calendar.htm

Marching on this month**Twelve Car Navigational Series**

Christine and I have not been out on the last two rounds but the events' organisers have seemed to manage without us (sorry guys).

Unfortunately we have had to cancel the last round of the series due to continuing problems. We had to call an urgent meeting regarding the 12 car series, on how or should we change the way we organise these events, the cars used and driver conduct. There was a very good turnout of event organisers, marshals and competitors. So we could form a good idea of a way forward for the next series later this year. There are changes to be made; I will not list them now as we need to refine the wording and detail. Rather than continuing and having further problems we need some time to talk to local police officers and get their opinion on the way forward, so to this end we have decided to cancel the last round of the series. I am sorry about having to take this course of action but I / we think it is for the best we need the time to review our events.

I would like to apologise to Dennis Ward long-time supporter of the Lyng Garages 12 Car for this course of action.

There are a number of notices of forthcoming events.

First Aid Course 2014.

During 2013 we had 9 club members take part in a First Aid training day, and since then I know that their training has been used four times. We want to do it again in 2014, and run another course. We need names and numbers as soon as possible, at the moment a date has yet to be arranged to suit your availability (my contact details are at the bottom of the page).

SCCoN CLASSIC CAR RUN 2014

Chris Edwards has secured the use of Watton High Street again this year for the start of our Classic Run. We have also secured the use of some new roads, which will mean that we will need more marshals this year than ever before for this year's event. So put the date in your diary June 22nd 2014. No excuses this year please give up some of your Sunday for your club, it does not need to be all day. Bring the family out for the day in Watton and area. If you already know if you can come out to play please let me know (my contact details are at the bottom of the page) so I can put your name on the list.

PS we could also do with your entries.

In a few weeks the club motorsport season begins with-
Final two rounds of the AMSC Trials Challenge: March 23rd at Wattisfield and April 6th at Ivinghoe

TRS Targa Rally 2014

On 30th March 2014 Chelmsford Motor Club will promote a single-venue Targa Rally at MoD Woodbridge, near Ipswich. This will be the first of several club based Targa rallies at various venues in 2014.

As in the last couple of years we will be sending a marshalling team to represent SCCoN on the event. All being well Christine will be on hand with the club tea and coffee (+ some cakes). Please let me know if you can help out by marshalling this time.

Never marshalled before, come along and we will guide you through (and not drop you in the deep end). Christine and I have been marshalling for a number of years and find it very rewarding and enjoy the friendly banter with the entries. So why not join us this year.

MARTIN NEWSON 01502 715280 cjnewson32@yahoo.co.uk

Marshals Post

Upcoming club events – Midsummer Classic

Other clubs:

Wattisfield Car Trial on Sunday 23rd March at Wattisfield Hall (nr Diss) organised by West Suffolk Motor Club

TRS Ltd Targa Rally on Sunday 30th March at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club

Ivinghoe Car Trial on Sunday 6th April at Ivinghoe Aston Farm (nr Tring) organised by Falcon Motor Club

Debden Autosolo and Autotest on Sunday 27th April at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club

Debden Autosolo and Autotest on Sunday 18th May at Carver Barracks (nr Saffron Walden) organised by West Suffolk 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)

Dates for your Diary

AGM

Thursday 15th May 2014

White Horse Inn

Midsummer Vintage and Classic Car Run

Sunday 22nd June 2014

Watton Town Centre

Oman to Oman

From the Oman (1972) to Oman (2014) via a rather circuitous route!



Peter Riddle / John Sear, Silver Jubilee Rally 1982, Mynydd Epynt military training area

Back in 1982 historic rallying in Britain was just getting off the ground but not many people had suitable vehicles 'ready to go'. I felt that historic rallies had a good future and I wanted to support as many of the early events as I could. So when the Clwb Modur Cymru (The Association of Welsh Motor Clubs) announced their Silver Jubilee Rally, I wanted to enter but didn't have a suitable historic rally car.

In the 1960's Land Rovers had been entered in the RAC Rally by the British Army Motoring Association (BAMA). They ran at the back of the field in their own 4WD class, and did a grand job of pulling many other competitors back onto the road after they'd 'gone off' somewhere in a British forest. I had also entered my very first restricted road rally in an army Land Rover, so I could enter a Land Rover in the Silver Jubilee Rally as a bone fide historic rally vehicle. And my friend John Sear had a Land Rover! But, it wasn't any ordinary Land Rover: it was an ex S.A.S. 'Pink Panther' desert warfare vehicle that had seen service in Oman during 1972 when Britain gave covert support to the government of 'the Oman', as it was then known. The pink colour came about because it provided excellent camouflage in the desert.

Rub' Al Khali (or 'The Empty Quarter') is the largest sand desert in the world covering 250,000 square miles and the southern part of it is in Oman. The Empty Quarter was largely unknown to the western world until it was explored and mapped in the 1940's by the great British adventurer Wilfred Thesiger (1910 - 2003). John's Pink Panther was obviously uncompetitive as a rally car (and we were soon to discover just how uncompetitive it really was!) but we decided to enter the rally anyway, just for fun.

Our journey from Essex to the start at Swansea was very tiring in the windscreen-less 'Pink Panther' because at motorway speeds the buffeting was relentless. But after a good night's sleep we were ready for the off. In recognition of our lack of performance, we'd asked to be seeded last of the 35 entries.

The first speed tests (they were special stages in all but name) were on the Epynt military ranges and our main problem became apparent even before we got to the start of the first test. I was driving normally on a downhill section of winding A-road when, near the bottom of the hill, no matter how hard I pressed on the brake pedal, there was no retardation at all! Fortunately I hauled on the very heavy steering and manhandled the desert warrior around the next bend without incident. But brake fade when we hadn't even been driving at rally speeds meant that we had some thinking to do.

The 'Pink Panther' started life as a 109" wheelbase Land Rover, but for its desert warfare role it had some accessories: additional long range fuel tanks behind the seats and mountings for extra jerry-cans giving a total fuel capacity of 100 gallons, axle protection plates, two radio sets, machine gun mountings front and rear with an extra seat for the rear-facing one, rifle pods on each front wing, ammunition boxes, smoke dischargers at front and rear, magnetic compass, sun compass and a theodolite for navigation, searchlights, extra batteries, an insulated food larder, water containers, a cooker, tents, fire extinguisher, camouflage netting, tow chain, pick-axe, shovel and metal tracks on each side for extricating the truck should it get stuck in the sand. This was enough to live self-sufficiently in the desert for weeks at a time.

There were some offsets to all this extra weight: the 2.25 litre petrol engine had its compression ratio raised to 8.0 to 1 which raised the power from 69 to a heady 77 brake horsepower! The windscreen, roof and doors were removed and the spare wheel was mounted low down at the front instead of on top of the bonnet to improve visibility during desert driving. But all the special kit increased the weight from 1.6 tons for an unladen 109" to nearly 3 tons. A standard Land Rover 109" had very lacklustre performance with a 0-60mph time of around 39 seconds and we knew that ours was a lot slower than that, but we hadn't thought about the effect of the extra weight on the brakes. For desert driving, you almost never touch the brakes, so the army hadn't altered them at all.

I let the brakes cool down and found them to be OK on level roads, but almost any downhill braking caused the pedal effort to rise. I promised John that I wouldn't crash his precious piece of history and fortunately he trusted me, so we carried on with the rally. Those of you familiar with the tarmac roads of Epynt will know that all the entry roads to the battle area climb steeply uphill to a large fairly flat plateau. I could go flat out (though not very fast) going up to the plateau and flat out on the top part, but I was always scanning the horizon for anything that looked vaguely downhill. Then, before starting each descent, I would slow to about 20 mph, select a suitably low gear, and we would trundle gently down the hill using engine braking to avoid using the foot-brake while going downhill. As you can imagine, some of our stage times were quite lengthy. In mid-afternoon, we left Epynt and headed for Swansea airfield for some more speed tests that formed the finale to the event. The brakes were no longer a problem because the airfield was flat, and I was able to slide the Land Rover around on some of the gravelly bits. More discretion was required on the cleaner tarmac because we had no roll-cage!

Then it was off to the finish hotel where we were pleased to discover that we weren't last and our times on the airfield tests had even been good enough to overtake a couple of other crews. We finished 27th out of 35 and everyone had enjoyed the joke of us rallying such a ridiculously unsuitable vehicle.

Fast forward to 2014 and Tara and I were recently in Abu Dhabi visiting our son Mike. One day he drove us to Al Ain, where we visited Al Jahili Fort. Wilfred Thesiger came to Al Jahili in the late 1940's and there is now a museum inside the fort that tells his story; the excellent displays even include a video of Thesiger himself describing his travels in the desert and his friendship with the young Bedouins who accompanied him. Older Arabs in the area still have great respect for the man they called 'Mubarak bin London' (the blessed one from London) and I felt privileged to be, in a very small way, following in his footsteps.

As night fell, Mike said he would drive us up the Jebel Hafeet mountain road just outside Al Ain. It has been described as one of the best driving roads in the world, and while that might be an exaggeration, it is still a very impressive "drive not to be missed". It rises 4000 feet (1219m) in 7.3 miles with 55 changes of direction! To put that into perspective, Mount Snowdon is only 3560 feet above sea level. Discounting a short downhill section, the average gradient of the ascent is 1 in 8. The road was built in 1980 by Strabag, a German company, and it was recently refurbished with a superbly smooth tarmac surface running between concrete barriers. It has two lanes going uphill and one back down and is brightly lit at night over its entire length. The speed limit is only 40 km/h (25mph) with short sections limited to 30 km/h at the sharpest bends, but there doesn't seem to be any policing of your speed. Nevertheless, if you had an accident, you would probably have no defence at all!

There is a video on You Tube at <http://www.youtube.com/watch?v=v7ZdaL0sROI> of a Porsche 911 ascending the hill very safely in 7min 35secs which is a bit faster than 40km/h.



On the way up there are intermediate car parks with viewpoints to each side of the road, and a larger parking area at the top. This summit car park is only a few metres away from the border with..... Oman, so now I've seen the Oman even though I haven't (yet) set foot there.

Peter Riddle February 2014



***Jonathan & Ian
(Bath Festival Rally)***

Percy Pig Table Top Rally

Well what can I say, if I tell you Gill and I sat in bed on Friday morning discussing the evening's entertainment from both the Competitor's and a Marshal's view for about an hour in fits of laughter while we both felt as if we had been out on a bender all night gives you some idea of the effect the night had on us.

I think it would be fair to say that none of us (Competitors) had any idea of what was about to confront us, especially when the Final Instructions told us that the MTC1 clock was running 10 minutes slow. Well this diverted the conversation away from the rest of the content of the document which was certainly the undoing of at least one of us by not taking on-board the detail to be involved in the route checks.

For those of you who missed this event it was basically a 12 car rally run sitting at a table. Sections of navigation from Time control to Time control were handed out and you had a section time to get it plotted on the map and then answer questions that would confirm you had plotted the correct route. Having completed the route check sheet, literally run to the front of the room to find the correct Control marshal to obtain a time and signature and hopefully a hand-out for the next section, sounds simple, so off we go.

Entered at #1 I was first to get the hand-out for STC1 to STC2 which was a list of 16 map references of standing Give Way junctions as standard on a typical night rally that "Percy" would compete on. We had 20 minutes to plot these and work out the route checks, but with MTC1 clock running ten minutes slow and with the first section having a 10 minute time allowance it meant that you were due at STC2 at the same time you left STC1, so it was just all down to how quick you could plot and answer the route checks, and what we found out at STC2 was that we were being timed to the second. This all went just fine for me and I thought I had it sorted, but when I see the results the next day I discover I have c*cked up two of the route checks, how or why I have no idea. It seems I can't multiply 5x5 and wrote 5 as the answer rather than 25! -⊗

As for counting the number of YYY junctions passed over then I am considering an official protest via the MSA, why? Well the Final Instructions specifically identified YYY roads as being over 4m wide and yyy roads as being less than 4metres wide, just like the key on the OS maps. Well I could only find one YYY junction but the "correct" answer was 23! I am waiting for an explanation from "Percy" but I expect it will be down to the fact that I was using a D2 edition rather than a D3 edition of the map!

Well in another idle few moments I read the Final Instructions again, and sure enough it's there in black and white that for Route Checks then YYY means any yellow junction with three roads, so "Percy" 1 Ian nil.

Returning to the TTR; STC2 and STC 3 are in the same place allowing 10 minute make up time, so we can get back what we have all just lost. You can tell "Percy" is sticking to the 30mph road rally timing schedule until you glance at the next hand-out and find we have 8 minutes to do 8 miles! A string of letters N E OO which turn out to mean exit the first Grid Square to the North and the next to the East and then then go Over a feature, in this case a dual carriageway – hence OO and not just O. I'm quite please I can rattle through this one, but fall foul of the YYY requirement and do not count all the junctions, again. So now I get the hand-out for STC4 to STC5. This is a corker. A full page of yellow lorry, Orange lorry, White lorry.....just the 98 junctions then to plot, and that will be 24 miles in a time allowance of just 12 minutes. I'm doing all this arithmetic after the event you understand and none of this crossed my mind at the time, I just started plotting – another mistake. I got halfway through and got stuck, so did the obvious thing and re-started at STC 5 and worked backwards. I eventually had it plotted, and completed the route checks to the best of my ability and handed in my timecard, just dropped the 24 minutes and nearly OTL!! Then confusion rained down as I was transferred to STC 6 and was given a time and a hand-out, so off I went.

I was a little surprised to find that this STC was miles away from the last one, but as the start of the event had been miles away from the White Horse pub I gave it not a jot of thought I just got stuck into the navigation. Well stuck is a bit of an exaggeration. I stared at the numbers on the sheet. 191519152012 etc. Well they were

familiar, but I just could not figure it out, until an age went by and I realised the numbers correspond to the letters of the alphabet. 19=S, 15=O, 20=T and 12=L etc. So I continue on my merry way plotting the route having forgotten completely I was only about 4 minutes away from OTL at the last STC and complete the first part of the puzzle when the penny finally drops, and I cut and run to the Control to get my next hand-out, having picked up a fail for being OTL – just like a real rally then. ☺ or rather ☹!

This time “Percy” has excelled himself beyond belief! I am confronted with two concentric circles of letters. The inner spelling PERCYPIGTT the outer being the alphabet.

Below this is a table of what I conclude are map references for SGWs, with approach and depart all written in code i. e. 251121 TEPG TGER 0413 132513

Very kindly we have been given a worksheet showing that A of the alphabet is 17, B=16 etc and

PERCYPIGTT

3456789012

So all we have to do is transcribe the numbers from the code into the map references – simples. You may have noticed that P appears twice so may be either 3 or 8 and T may be either 1 or 2.

Well I have a go for a couple of minutes and realise I am within two minutes of being OTL again so decide to hand in my route sheet and timecard and retire gracefully. Thank goodness I did otherwise I would have gained another fail!!

How on earth “Percy” managed to sort out the results is amazing, and I was even more amazed to be sixth, so very well done to the five folks in front of me, and commiserations to the six behind. Apparently KLDMC have used this last type of navigation on their 12 cars – no wonder I don’t do them.

Even though this sounds and bit of a nightmare it was great fun and three hours disappeared in a flash, and in fact I’m looking forward to the next one

So on Saturday I decided to have a go at this last section in the comfort of the sofa. It took me nine minutes to decipher the code, then another nine to plot the route and a further 11 to calculate the route checks. So 29 minutes for a 20 minute section, so timing was fairly tight I reckon. Not only that but I still did not interpret the route check questions the same way as Percy intended. For example the question was “Total value of Eastings crossed?” Well the route crossed 24,25,26,27, and 28 so I added these up = 130. But Percy wanted us to add up the value including the number of times the route actually crossed the GLs so the correct answer is 394. $(2 \times 24 + 3 \times 25 + 3 \times 26 + 3 \times 27 + 4 \times 28)$. This started a heated discussion with Gill as she immediately agreed with “Percy’s” interpretation, but to me this is very ambiguous and both answers are correct. The question should have been “multiply the value of each Easting crossed by the number of times the route crosses it to give the total value of the Eastings crossed?” Or perhaps more simply “Total value of the Eastings every time they are crossed” Surely I’m not the only one who finds the original question ambiguous, am I, or is it just the Virgo in me? Perhaps I’m just too thick for Table Top Rallies because this has always been my downfall when I have attempted them. I can get the route, but always find the questions very ambiguous, and continually get incorrect route check answers. Other folks’ experiences very welcome.

Well that’s enough from me so thank you to Percy and all his Piglets for organising and marshalling the event, see you on the next one.

Ian

Bath Festival Rally 22nd / 23rd Feb

Jonathan Stimpson

Having taken a liking to some of the southern motor club events Ian and I decided to take a long trip down south for the Bath Festival Rally. We had not competed on an event together since October due to other commitments and I was looking forward to getting back behind the wheel. The event comprised of 7 timed tests on gravel, 2 off road regularities followed by a good run around the lanes for a 5 hour night rally.

We entered as semi-experts as we didn't quite tick all the boxes to be running near the front and there was already a large expert entry. The entries had filled up months before the event with a full field of 55. We were seeded 28 and 4th semi. Not off to the best start we realised queuing up for noise we were missing a potti for plotting, mine was still with all my nav stuff from the Preston and Ian had left his elsewhere. We soon managed to blag one from the course closer who seemed confident he knew his way and did not need it! The navigation was pre-plot with 6 pages of 25 grid references! Plus several pages of NAM triangles, junctions and other map hand outs. We just managed to get the whole lot on the map before the drivers briefing and lined up for our minute between a LHD 206 cup car and an MG ZR.

The first and third tests were a run around Frome showground with some fantastic smooth gravel roads, nice well sighted corners and hairpins. First time around we were 10th fastest and on our second run for test 3 set the fastest time overall. Off to tests 2 and 4 around the forest of Witham Hall, first and second run through here we were 5th fastest and things seemed to be going really well. Nearly lost our timecard out of the window after an over keen departure from a PC but Ian grabbed it as it flew past his head. Tests 5 and 6 were just brilliant twisting gravel forest roads around Kingswood Warren. Lots of blind crests and a very very loose surface, Ian was spot on with calling the corners and things seemed to flow really well, 4th fastest on our first run and 2nd fastest overall on our second. The cars were being set off at 30 sec intervals and on our second run we caught the car ahead by the first PC, reluctant to let us past but eventually pulling over we got baulked heavily here but were still 2nd fastest overall. Last test number 7, King Alfreds Tower was a long 12 minute section again through forest, we really pushed here, almost a little too hard as the rear wheel dropped off the edge over a ditch at about 50mph on the exit of a corner, there was a fair bit of sliding around that followed but I kept my foot down and it pulled us straight. Fortunately we got away with it as the ditch was a good 4 ft deep and would have ended our night. 3rd fastest through here and now off to the regularities.

These sections were a mixture of forest tracks, lanes and some roads, the first one we dropped a few seconds at the first intermediate but had to slow before the finish to arrive on our time at a 30mph average. The second was a couple of the tests joined together through the forest in a reverse direction and had to really push to stay on time, again a bit of time dropped but everyone did here.

Off to petrol and a short break before the road rally. Things were looking good so far, time card 1 saw us in 5th overall, 2nd we had moved up to 4th and timecard 4 back down to 5th. We both said if we could stay anywhere near here we would be very pleased.

The pre-plot nature of the road rally meant it was a fast frantic succession of short 4-5 min sections with manned PC's and several deviations off the road. The timing was very tight and although the sections were cleanable a wrong slot was difficult to recover from. A white through a farm yard after TC15 was very hard to find and we chose someone's driveway as the preferred route having to do some speedy reversing with mirrors and windows covered in forest, 1 minute dropped here. The marshal at TC18 did not have a clock and this threw us slightly as we left we still had the map light on and did not notice the immediate slot left after the TC and this cost us 2 mins hunting around and coming back.

By the end of the night we were both shattered and had some excellent battles with another 205 and other cars swapping places regularly. After breakfast the results went final and we were really pleased to find ourselves 8th overall and 1st semi-expert. All the crews ahead and a few behind had cleaned the whole road rally section but our strong regularity times and tests saw us into a good result. Ian did a cracking job of keeping on top of things all night and it was great to be in the top 10 on our first time on the event.

It doesn't feel like that many years ago I did my first national b rally, the Mercian, and crews like the Bloxham's seemed so fast it was untrue so it was great to be up there and beating the top guys at times. Commiserations to Owen Turner who came second by 6 seconds and like us got baulked heavily on test 6, the win was so nearly his. Overall a slick, well organised and varied event run by Bath MC, now looking forward to another run down South for the Myotis in a few months.

Jonathan and Ian

Tour of Cheshire

Well this will be a fairly short rambling on our escapades during the first HRCR event of the year, as we had a fairly un-eventful and trouble free run ending up with a top ten placing at last. With our last HRCR rally being in October last year and the brakes failing very early in the event it had been a five month drought, so understandably we were not as “match fit” as some of our peers who have been competing on LeJog and the Winter Challenge during the “holiday”. Nevertheless we had been having a weekly run around the lanes to re-light our Regularity skills, and competed on the Canada Garage 12 car to get our hand in.

The event is always fully supported and with 80 crews on the entry list it was going to be a very competitive rally with all the usual “names” out in an array of 911s, Alfas, MGs and Escorts. Having arrived at our B&B with only minor dramas the car was soon unloaded and we set off on the trip-meter calibration before joining a 40 car queue for Scrutineering! This was at 5.30pm for a theoretical 6.30pm opening time. Fortunately the formalities were already underway so we soon had the Road-book with the navigation for the first three Regularities and all the test diagrams, so plotting could begin at a fairly leisurely pace. Although the entry had been full since January only 75 crews actually started on a bright and frosty Saturday morning with the navigation for three more Regularities supplied just as we leave MTC1. Two Regularities took us south from the start near Beeston Castle to the Cattle Market at Shrewsbury for the first two tests and coffee. The Organisers were very gentle with us on the opening five mile Regularity as it did not require any speed changes and only two controls, but with warnings to look out for the local hunt that may be using the roads also. We had a good run dropping 0 and 3 respectively.

The second Regularity started just south of Whitchurch and was a more complicated affair. The navigation being a mixture of a straight line herringbone and map features to pass through, partly coloured roads and partly all roads. The herringbone had been particularly difficult to plot as the first junction could easily be mistaken for a crossroads, but in fact it was a only a miss-left as close inspection revealed it was staggered just enough not to be – crafty. I had to plot it in reverse to make it work so I’m glad it had not been a plot’n’bash hand-out. The run to the first control was good, but before we could gain our time back on the next section we were held up briefly by a tanker coming towards us. Not being able to get back on schedule before the next speed change meant I had to continually deduct several seconds from the speed table figures during the next portion of the route, but again we were not fully on schedule before the next speed change came along from 30 down to 12mph for a particularly muddy, wet and pot-hole yellow. I was even more worried when the time we were given at the next ITC showed we were over two minutes late, which really threw me! No time to worry about it though and “carry on”. Arriving at the next ITC the car, theoretically one minute in front was just leaving, which was even more disconcerting for us. Never mind “carry on”, but as we approached the final speed change at a slot left into a narrow muddy white we are right on this guy’s a*se and try to push him into the ITC as we are losing time every yard and end up 10 seconds late. Hmmm!

Next up is two tests in Shrewsbury Cattle Market, which we complete without mishap and then it’s time for coffee and a little more plotting, and the final hand-out provided as we set off heading north back to Cheshire via Reg C. All goes well until the second ITC is missing, and then the time we get at C3 makes us 47 seconds late – uugggghhh – never mind “carry on”. The next section contains the portion of route the organisers warned us was flooded to about five inches. Not wanting to be drowned out Jim removes the fuse to the fan, so it does not suck water into the engine bay, but unfortunately it slips through his fingers and disappears onto the floor. Eventually we escape the flood and Jim decides to have a look for the fuse at the next crossroads. I can’t remember exactly what happened next but we set off at a rate of knots to catch up the lost time, only to find the ITC about ¼ mile down the road and a six second penalty – could have been much worse! Another transport to a very short Reg D traversed without drama, and then on to Test 3 around a tarmac office car park which goes well, and then another transport to two more tests in Beeston Cattle Market before lunch. These two tests are on the loose and again we have a good run round and we look forward to lunch and a spot more plotting. Results at lunch show us to be 6th and we are feeling very pleased. Apparently the clock was wrong in the middle of the second Regularity, and two ITCs were scrubbed in the middle of Reg C as the marshal did not appear for some reason, so my earlier worries were forgotten.

After lunch it's straight into Reg E around the back of Oulton Park, and this goes well for us, but then it's into a "Jogularity" on private land, not my favourite activity. This is basically a two mile Regularity around sixty "cone junctions" with a defined speed required and ideal time schedule at each of them in a disused quarry with four manned passage checks and four ITCs. The PCs are all sited between the ITCs to make you lose time, so the specified average speed is meaningless! Last year this was a disaster for us, so we were determined to better this time. The first PC is within 0.13 miles where we lose about 15 seconds and need to go like stink to get back on schedule for the first ITC where we only lose 6 seconds, not so good at the next one though as we are 20 seconds early, but I manage to compensate for this in the schedule and we clean the next ITC. At last we are getting the hang of this and only drop two at the final ITC. Thank goodness that's out of the way now we can concentrate on the next conventional test. It's at a different location on the same site, and we pick up a rear puncture towards the end, but it only cost a few seconds. We soon get it swapped for the spare at the beginning of the link section before the next two Regularities.

These take us further north between Warrington and Altringham and includes a sneaky LWT with a manned PC to keep us on our toes and then back to the previous test site for two more conventional speed tests. The Regularities go well and we are fired up for the tests. In fact a bit too fired up as we have some confusion about which pair of cones to stop astride and end up stopping somewhere in no-man's land between both of them. I think the marshals were very lenient with us and they did not dock us a penalty for the missed stop astride, probably because they were too busy laughing – we were still flat as we passed them!! Then it was another go at the test we picked up a puncture on, which was OK apart from a couple of hesitations about which cone to go to next. We had finished our packet of wine gums by this time, and we were beginning to feel the effects! Just the transport back to Beeston for a final blast around the cattle market and it's all over.

This event uses a "Joker" system that allows every competitor to drop their highest lateness penalty obtained at an ITC on the Regularities. Our highest was only ten seconds when we were held up behind the car in front at the last ITC of the second Regularity, which really shows what a good run we had during the day. When the results were announced we were very pleased to be seventh overall and even picked up an award for third in class against some very strong opposition.

Next outing is the North Yorkshire Classic on 23rd March, so more anon.

Jim and Ian

5th March 2014

Table Top Teaser (1)

Now that one or two readers have had a taster perhaps you would like to try a 'proper' route card

Using map 144 (CRO – Coloured Roads Only)

Start from the Marlingford Bell (PH in GS 1309) go via the following and no others to finish at the Cock (PH in GS 1107) – approx. 9 miles - enjoy

9780319231098 9780319231265 9780319231173 9780319231241 9780319231685

9780319229903 9780319231111 9780319229835 9780319231272 9780319229934

On a scale of 1 (easy) to 10 (tricky) both the solution and the route rate about 4

12 Car Round 5

Your Ideal Shop

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
4	E	Chris More / David Smalley	-	-	1	
3	E	John Peterson / Ian Graham	-	1	2	1
5	N	Dale Lawson / Liam Brett	-	2	3	1
8	N	Gordon Shipley / George Shipley	-	8	4	2
2	E	Alan Shrimpton / Peter Riddle	-	9	5	2
1	E	Robert Aldous / David Mann	1	12	6	3
6	N	Andrew Lawson / Dan Wright	1	-	7	3
11	N	Mark Annison / Lorraine Annison				
7	N	David Leckie / Katy Leckie	1	6	9	5
9	N	Rob Henchoz / Amy Henchoz	1	7	10	6
10	N	Tony Hewitt / Chloe Hewitt	D N S			
12	B	Geoff Bateman / Nick Dunkley	D N S			

Thanks to Chris for sponsoring, Bernie & Trevor for organising, Maria for the catering and all the marshals Bernie & Trevor (Set Up), Trevor (Scrutineer), Bernie (Signing On), Alan & Will (TC1), Chris & Suzie (TC2), Simon & Wendy (TC3), Bernie & Trevor (TC4), Mike (TC5), Dan & Percy (TC6), Julian, Sara & Phil (TC7 / TC8), Chris & Suzie (TC9), Simon & Wendy (TC10), Bernie & Trevor (TC11), Alan & Will (CC), Percy (Results).

Table Top Teaser (2)

Another space filler, much more of a challenge

Map 144 (WUW - Will Use Whites)

Start from the Cock (PH in GS 1107) depart West on the B1108 – finish at the Kings Head (PH in GS ?) - approx. 15 miles – good luck

NNNWW.N.WWWEW.WN.NWNNWNN.W.WW.W.WW.EED

As it is tricky there is a clue

'go in a specified direction, typically slowly or by an indirect route'

On a scale of 1 (easy) to 10 (tricky) the solution would rate 8 and the route would rate 11

Top 3 after Round 5

o/a	Driver	1	2	3	4	5	Total
1	John Peterson	10	8	11	9	11	49
2	Robert Aldous	8	9	9	11	7	44
3	Gordon Shipley	1	10	9	11	9	40

Navigator	1	2	3	4	5	Total
David Mann	8	9	9	11	7	44
George Shipley	1	10	9	11	9	40
Ian Graham		8	11	9	11	39

Nov	Driver	1	2	3	4	5	Total
1	Dale Lawson	4	7	5	5	7	28
1	Gordon Shipley	4	6	6	6	6	
3	Andrew Lawson	4	5	4	4	5	22

Navigator	1	2	3	4	5	Total
Liam Brett	4	7	5	5	7	28
George Shipley	4	6	6	6	6	
Chloe Hewitt	4	4	4	7		19

Int	Driver	1	2	3	4	5	Total
1	Julian Riley			7			7
1	Alan Shrimpton				7		7

Navigator	1	2	3	4	5	Total
Jonathan Stimpson			7	7		14

Exp	Driver	1	2	3	4	5	Total
1	John Peterson	7	5	7	5	6	30
2	Robert Aldous	6	6		7	4	23
3	Alan Shrimpton		7	6		5	18

Navigator	1	2	3	4	5	Total
David Mann	6	6		7	4	23
Ian Graham		5	7	5	6	23
David Smalley		4		4	7	15

2014 Clubmans Championship

Table Top Rally

Results

#	Topper(s)	Class	Type	Fails	Time	o/a	Class
10	Rob	E	Solo	-	1:36:49	1	-
9	David	E	Solo	-	1:52:49	2	1
11	Geoff & Maggy	N	Team	-	1:58:16	3	1
2	Peter	E	Solo	-	2:03:36	4	2
12	Andrew, Dale & Dan	E	Team	-	2:07:01	5	3
1	Ian	E	Solo	1	1:46:58	6	4
7	Mike & Rita	N	Solo	2	1:15:56	7	2
4	Julian	E	Solo	2	2:03:36	8	5
8	Jon	N	Solo	2	2:18:49	9	3
3	Sara	E	Solo	4	1:24:35	10	6
5	Chloe & Tony	N	Team	4	1:52:50	11	4
6	George & Gordon	N	Team	4	2:00:57	12	5

Thanks to all the toppers and the marshalling team of Gill, Janice, Bernie & Dan

2013 / 2014 AMSC Trials Challenge

Round	Date	Venue	Organising Club
8	23 rd March	Wattisfield	WSMC
9	6 th April	Ivinghoe	FMC

CCC (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)
SCCoN (Sporting Car Club of Norfolk) **WSMC** (west Suffolk Motor Club)

2014 AMSC AutoSOLO Challenge

Round	Date	Venue	Organising Club
1	27 th April	Debden	WSMC
2	18 th May	Debden	WSMC
3	20 th July	Woodbridge	ECMC
4	14 th September	tbc	CCC
5	19 th October	Debden	WSMC

CCC (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)
SCCoN (Sporting Car Club of Norfolk) **WSMC** (west Suffolk Motor Club)

2014 AMSC Targa Challenge

Round	Date	Venue	Organising Club
1	30 th March	Woodbridge	CMC
2	8 th June	Debden	WSMC
3	13 th July	Wethersfield	CMC
4	31 st August	tbc	WAC
5	9 th September	Woodbridge	CMC

CMC (Chelmsford Motor Club) **WAC** (Wickford Auto Club) **WSMC** (west Suffolk Motor Club)

Miscellaneous



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	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	29/01/14	D3
134	Norwich & The Broads, Great Yarmouth	28/11/12	D3
143	Ely & Wisbech, Downham Market	17/11/08	D1
144	Thetford & Diss, Breckland & Wymondham	28/03/13	B3
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	11/11/13	D3
156	Saxmundham, Aldeburgh & Southwold	28/05/13	B3

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6. Moved to storage bay, and allowed to cool fully
7. Battery disconnected
8. Car cover fitted (supplied by owner)

Competitors: Licences (H)

Appendix 1: Charts and Diagrams

Chart 7: Competitors Minimum Ages

<i>Discipline</i>	<i>Driver</i>	<i>Navigator</i>	<i>Front Passenger</i>	<i>Rear Passenger</i>	<i>Remarks</i>
RACE					
Car Race	16				14 Junior Race Formulae only
Truck Race	21				21 min age on road
Kart Race L/C	16				210cc max to 17
Kart Race S/C	8				85cc gearbox from 13
Kart Tyro	11				
Kart Endurance	16				15hp per Kart
Kart Bambino	6				Special Conditions
RALLY					
Road Rally	17+RTA	12		2	2-4 in a Child Seat
Navigation Rally	17+RTA	12		2	2-4 in a Child Seat
Stage Rally	17+RTA	16			14 Junior Rally Championship only 14 Single Venue Navigator
TRIALS					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-4 in a Child Seat
Sporting Trial	16		14		
AUTOTEST					
Autotest	16				
PC Autotest	14		12		
CROSS COUNTRY					
Hill Rally	17+RTA	16			
Safari	17+RTA	16			
Cross Country Tyro	13		12	2	2-4 in a Child Seat
Cross Country Trial	17		14		Junior Trials from 8-17
SPEED					
Sprint and Hillclimb	16				
Minicross	14				
Autocross	16				14 Junior Autocross
Clubcross	14				
Rallycross	16				14 Junior Rallycross
Drag Race	16				Junior Dragsters from 8

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

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