

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2014



Woodbridge Sprint

Events in August

Thursday
21st August

Table Top Rally

White Horse,
Trowse

Contact
David Bell

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

[Easy Peasy Table Top Rally
Regs](#)

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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 21st August** for the Table Top Rally

Diary Dates

Wednesday 6th August
Management Meeting

**Thursday 21st August
Table Top Rally
White Horse, Trowse**

**Saturday 30th August
Deben Targa Rally
Wickford Auto Club
2014 AMSC Targa Rally
Challenge Round 4**

Wednesday 3rd September
Management Meeting

**Sunday 14th September
Wethersfield AutoSOLO
Cambridge Car Club
2014 AMSC AutoSOLO
Challenge Round 4**

Thursday 18th September
Club night at the White Horse,
Trowse

Wednesday 1st October
Management Meeting

Thursday 16th October
Club night at the White Horse,
Trowse

**Sunday 19th October
GoMotorsportLive! EAST
Snetterton Circuit**

Marshalling

Marshal Points:

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

Sunday 24th August
Hutton Kitchens
Brands Hatch Summer Stages
Chelmsford Motor Club

Saturday 30th August
Deben Targa Rally
Wickford Auto Club

Sunday 14th September
Wethersfield AutoSOLO
Cambridge Car Club

Sunday 21st September
Cadman Construction
Woodbridge Stages
Chelmsford Motor Club

Sunday 26th October
Lynn Charity Stages
King's Lynn & District Motor Club

Table Top Rally

**Thursday
21st August**

**White Horse
Trowse**

[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	Paris to Peking		Guest Speakers: Peter & Allison Cotes
Friday 31 st January	12 Car	12 Car	Mark & Lorraine Annison
Thursday 20 th February	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
Sunday 6 th July	Regularity Taster 12 Car	Clubmans	Ian Doble
Tuesday 15 th July	Production Car Autotest	Clubmans	David Bell
Thursday 17 th July	Club night		
Thursday 21 st August	Table Top Rally	Clubmans	David Bell
Thursday 18 th September	Club night		
Thursday 16 th October	Club night		
Friday 17 th October	12 Car	12 Car	David & Katy Leckie
Sunday 19 th October	GoMotorsportLive!		Martin Newson
Friday 7 th November	12 Car	12 Car	Jonathan Stimpson
Sunday 17 th November	Car Trial	Clubmans	David Leckie
Thursday 20 th November	Club night		
Friday 28 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 18 th December	Club night		

Holidays on the way!!!!!! Chairmans August issue

This month's review starts very early in the month with the management meeting at the White Horse.

With most of the team there and most of this years named positions named it only really needed to find a volunteer for the vice chairman, (not that any of us really want to volunteer for anything). After several seconds of silence my eyes turned to my left and Mark Annison, and he did not say no at the right moment so he is now my right hand man for this season (I hope he has told Lorraine and Seb)

July 13th We the small but perfectly formed marshal team made its way south west to Wethersfield to help Chelmsford MC on their Targa Rally. We were given the first test of the day to look after which is in the bomb dump area around buildings and using the narrow roads. With around 60 drivers in cars of all shapes and sizes we had a busy day.

Christine and Bryan Tooke were doing the start line, and Maggy Bateman and Tony Burchnell (leading man from ECMC) doing the finish. Me, I was test commander so I walked the test at least twice checking the marshals were all OK, which they were.

The test were turned around after lunch, I marshalled at point "B" which did catch out a few drivers by either overshooting or missing it out completely.

The day did finish quite late due to one or two problems on the other tests, but everyone did seem to enjoy the long day.

July 15th Snetterton Evening Autotest. Dave Bell and his team put together a good evenings autotest with 19 entries it was always going to be busy to try and get everyone through all the tests but everyone managed it just before the 8.00pm curfew.

As always John Peterson threw his Mini around with gay abandonment and went on to win by a good margin.

Mark Banham managed to bring his little Lotus Elise home to second place. The entertainment went on all night with interesting drives from Tony Hewitt and Rob Henchoz.

There were several new people to the club driving for the first time, including Chloe Hewitt driving for the first time. She is a driver for the future.

July 20th Eastern Counties MC Autosolo at Woodbridge. Christine and I were only nipping down to catch up and chat to friends, but we did our bit to marshal the test with a couple of new marshals who soon picked up the idea of timing.

We did sneak away at lunchtime to drive down to Swansea for a few days holiday.

Christine had armed me with a new sat nav for our journey as she did not want to put another 1000 miles on her car or trust me to drive her new car all that way.

By way of an encore we came back from a very hot Wales with no rain for six days and leaving Christine at home for a rest I nipped off to the Rockingham Race Circuit to meet up with Richard Egger and family and friends. I did end up doing timing crew for his Autosolo, so it was another long day. Oh well back to work for a rest.

Below is the report from our Prime Minister regarding the use of roads and road closure for motorsport, they say we can!!!!!!!!!!!!!! But I will be surprised if we see any rallies on closed roads on mainland England in the next five years.

Motor races could be held on public roads says Cameron

The government is to change the law to give local authorities the power to stage motor races on public roads. Prime Minister David Cameron made the announcement on a visit to a new Williams F1 team engineering centre. The government has conducted a consultation on the issue. It is currently a criminal offence in England, Wales and Scotland to promote or take part in a motor race or trial of speed on a highway or public road without specific legislative approval. In the past, Parliament has passed legislation, via a Private Member's Bill, to approve individual races such as the Jim Clark Rally and the Tour of Mull on an event-by-event basis but this process can take 18 months. The government is now proposing to give local authorities the powers to suspend speed limits and some traffic regulations in certain conditions. Speaking at the Williams facility in Oxfordshire, Mr Cameron said the move would be "great" for motorsport and would mean "more races, more events and more money coming into our country".

Tour inspiration

The success of last week's Grand Depart of the Tour de France showed the public's appetite for road races of both the two-wheel and four-wheel variety, he suggested. It is thought that the change could result in as many as 20 races every year on public roads.

Analysis

Martin Brundle demonstrates a Jaguar F1 car in London's Regent Street in 2004

By Andrew Benson, chief F1 writer, BBC Sport

This decision is not about a potential London Grand Prix, it is about making it easier to hold small-scale local events such as hill climbs and rallies on closed roads. It does remove one potential obstacle to a Formula 1 street race in London, but many more remain. Speculation about such an event continues to rumble on, but F1 impresario Bernie Ecclestone looked into it carefully several years ago. The conclusion was that logistically and, especially, financially it was a non-starter. Nothing has obviously changed on that front.

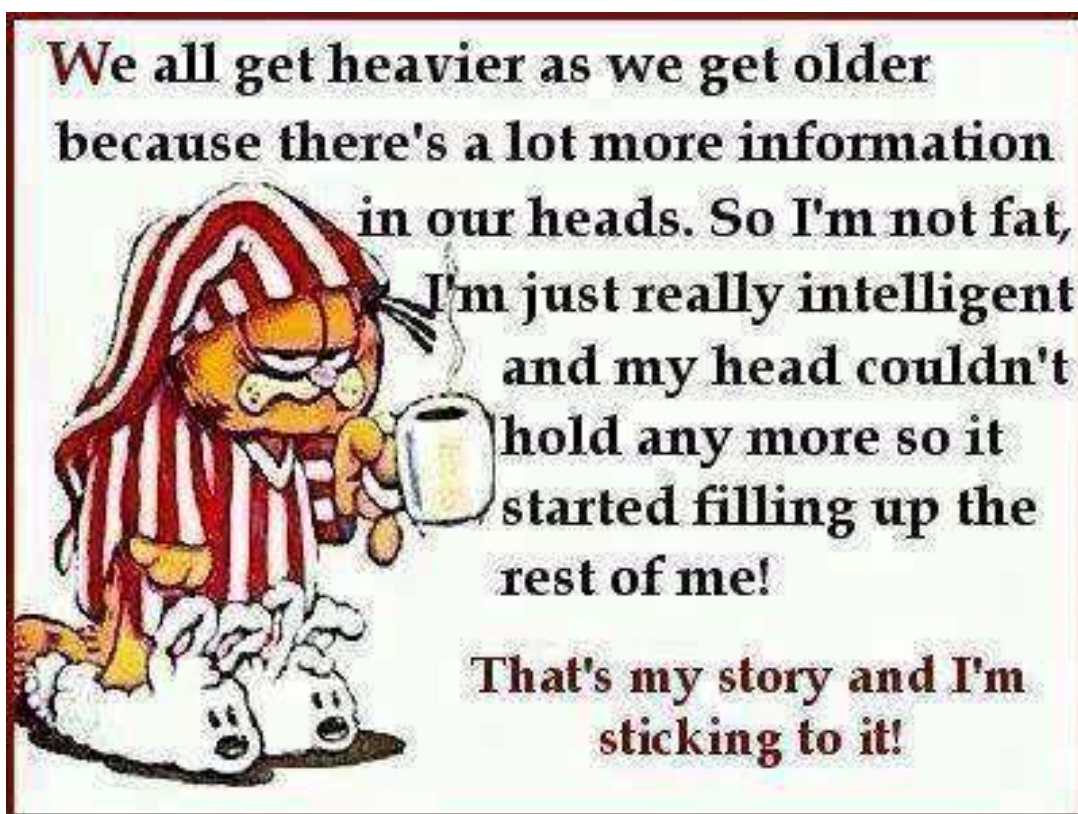
Mayor of London Boris Johnson, who has said he would like to bring an F1 race to London, said he strongly backed the idea of more street races. "He is always interested in projects that attract jobs and bring growth," a spokesman said. "He is positive that London would do a spectacular job of hosting an F1 Grand Prix. But it is impossible to say what the impact might be without detailed planning and research and the question of air quality and noise impact would have to be looked at very carefully."

'Expensive'


Mr Ecclestone has the final say on where F1 races are held Bernie Ecclestone welcomed the announcement as a sign that the government recognised F1 was "not just a motor sport, but was powerful, good for the country and brings in money". But he said this did not mean that staging a championship race in London was a given. "The news is good, but I don't know whether you'd have street racing because it's not cheap to put on something that's safe," he said. He said street racing was very expensive, but added: "If they ever get it together then we'll see what happens. At least it's a good sign, a step in the right direction." The AA also welcomed the move, saying the 2012 Olympics and Grand Depart showed that residents can "adapt to road closures and well-planned restrictions" while enjoying the events themselves. The prime minister's spokesman said the change would feature in the deregulation bill, which is currently being considered by Parliament. It would apply in England and, subject to the agreement of the devolved governments, to Scotland and Wales as well. Northern Ireland already has separate legislation for on-road and off-road motor events. It stages a number of high-profile annual events, including the NorthWest200, Ulster Rally and the Circuit of Ireland.

The full consultation report is here

https://www.gov.uk/government/uploads/system/uploads/attachment_data/fil...



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Spread the word

If you would like to help out on the day please contact Martin Newson

Marshals Post

Maggy Bateman

Upcoming club events – P & H 12 Car, Jonathan's 12 Car, Lyng Garage Car Trial, Waveney Mushrooms 12 Car

Other clubs:

Hutton Kitchens Brands Hatch Summer Stages on Sunday 24th August at Brands Hatch Circuit organised by Chelmsford Motor Club

Debden Targa Rally on Saturday 30th August at Carver Barracks (nr Saffron Walden) organised by Wickford Auto Club

Wethersfield AutoSOLO on Sunday 14th September at Wethersfield Airfield (nr Braintree) organised by Cambridge Car Club

Cadman Construction Woodbridge Stages on Sunday 21st September at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club

Lynn Charity Stages on Sunday 26th October at MOD Sculthorpe (nr Fakenham) organised by King's Lynn & District Motor Club

Further information (if any) available from Maggy Bateman on 01379 783142 – there are also links on the Marshalling page on the club website (www.scon.co.uk/html/marshalling/marshal.html) 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 Other Club Dates page on the club website (www.scon.co.uk/index.html)

GoMotorsportLive! EAST

Sunday October 19th

Volunteers required

Please contact me, Martin Newson

☎ 01502 716280

💻 cjnewson32@yahoo.co.uk

First Aid Course 2014

We have booked Burstall village Hall for Sunday September 28th for the First Aid Course.

I hope we can get up to 12 people to come and enjoy this fun day.

Please contact me, Martin or Christine Newson on

☎ 01502 716280

💻 cjnewson32@yahoo.co.uk

We can then add your name to the list.

Ross Traders

Ross Traders - HRCR Round 7

52 crews gathered for signing on formalities on the seventh round of the Autosessive HRCR Clubman's Rally Championship on the 18th July, a glorious evening at Beechenhurst Lodge in the Forest of Dean, but as last year's winning crew of Matt Warren and Cath Woodman led the field away the following morning there was a hint of the torrential rain that was to follow. Will Rogers and his team created another typical Ross Traders event that was demanding from the start with six Regularities and seven tests planned and the dominating Escorts and Porsches were finally beaten by an MG, crewed by Jim Deacon/Ian Doble in their B Roadster.

The Road-book, with some navigation, was collected an hour before the start so there was little time for socialising as crews set about plotting the route for some of the Regularities and marking up tests. Competition started with a gravel forest track test in Oakenhill Woods with Warren/Woodman setting the pace with a 4 second lead over John Ruddock/Andy Pullan. It's interesting to note that these two very quick crews still had the fastest times including a cone penalty each!

The first Regularity being a pre-plotted list of map references started just a mile down the road from the test finish and took crews in an anti-clockwise loop across the Wye valley into Wales and back to Oakenhills for a second run of the test in the opposite direction. There was some early confusion for crews when ITC4, which was crucial for identifying speed change locations, did not materialise. Apparently, the marshal, a Mr Forrest, was marooned at home with a fallen tree in his drive, and his attempts to contact the Chief Marshal had failed. Richard Prosser/Andy Gibson were very unlucky on this one not being quick enough to record the code board at the triangle in Llandogo on their Timecard, before arriving at the ITC a few yards around the junction. Ruddock/Pullan had a very uncharacteristic wrong slot before ITC7 which resulted in a hefty penalty taking the shine off their day very early in the proceedings, while Deacon/Doble had a "1 minute flyer" at the last ITC thankfully not affecting the final result. Next up were David Ruddock/Les McGuffog and Gavin Rogers/Georgina Clark on 161 then Warren/Woodman on 162.

The reverse run through Oakenhill as Test 2 saw Warren/Woodman again fastest by just one second, including a cone penalty, this time from Andrew Buzzard/Robb Lyne in an Alfa and then James Griffiths/James Howell in a Mini.

Regularity 2 was a plot 'n bash hand-out with clock-face navigation for departures from junctions in part one and arrivals to junctions in part two taking crews north to finish near Newent. A planned long way round triangle near Upper Ley caused some confusion when the intended route was completely flooded and the board had to be placed on the "wrong side" of the triangle not to be submerged, with Ruddock/Pullan having the best performance dropping 17, closely followed by Cliff England/Peter Rushforth on 19.

Regularity 3 was pre-plotted, again with clock-face navigation, but this time part one was approaches to grid lines and part two being approach and departures from junctions, which took crews north onto map 149 and then returning south to Mitcheldean for two tarmac “autotests” before lunch. Ruddock/Pullan again leading the way only dropping seven this time followed by Roger and Leigh Powley on 12. The heavens opened at Mitcheldean for the tests and the Minis of James Griffiths/James Howell and Steve Entwistle/Bob Hargreaves were tied for fastest on the first run while the latter crew were two seconds quicker than Ruddock/Pullan on the second run.

Results at lunch showed Deacon/Doble 21 seconds in front of Warren/Woodman with the Vauxhall Viva of David Ruddock/Les McGuffog a further two seconds down.

Most navigators were plotting Reg 4 route, which although not hard, as promised in the Regs, it was not particularly straight-forward either, and several people were comparing notes. It was a list of map features to cross, but to say the last few were not particularly obvious would be fair I think. My thanks go to Robb Lyne for pointing me in the right direction; I hope he’s still talking to me! The final mile or so was on a private track not even shown on the map, but identified with a series of map references. If I’d had time to read all the Road-book before the start I would have realised it was nearly the same route as used on the planned Test 7 run in the opposite direction, but such is the intensity of this rally some things just don’t get done until it’s just in time.

The Organisers cancelled Test 5 and 6 immediately after lunch, because they were taking too long and the later competitors would have been getting near to OTL before setting off for the afternoon’s entertainment. So there was just a short run-out to the start of Reg 4 with the aforementioned sting in the tail of a “blast” along a private road within the grounds of Goodrich Castle and including two ITC’s. The Powleys’ led the way on this one dropping only 32 with Warren/Woodman on 42 and Buzzard/Lyne on 43.

The overall positions after Reg 4 were Warren/Woodman in the lead on 15:29, then The Powleys on 15:39 and Deacon/Doble on 15:41; very close indeed.

The start of Reg 5 was a few miles up the A40 just to the east of Ross on Wye and was plot’n bash with a hand-out as Competitors left the start. The first part was defined with 16 coloured road junctions, while a herringbone defined the second. Seems simple enough but with five YYY junctions in the middle it depended how quickly navigators managed to find the correct combination for the intended route. This coupled with the fact that it used the overlapping corners of 149, 161 and 162 perhaps took the section out of the “it’s not hard” category. Oh, and it included nine speed changes within the 18 miles just so no-one got bored. Unfortunately the clock at ITC2 decided to play up so this section and the next were scrubbed. With Deacon/Doble having a mega wrong slot here the rallying Gods were looking down upon them kindly. Best crews on this Regularity were Rogers/Clark and Griffiths/Howell on 4 then Entwistle/Hargreaves on 6.

At the last Reg 5 ITC all crews were given the second part of the navigation hand-out for the final Regularity, so every available pull in was being used with navigators plotting the route before starting. Again it used the overlapping corner of the three maps to start, but settled into a zigzag across 161 and 162. The first part of the hand-out had been grid square depart directions while the second part grid lines to cross, with an additional 100 metre black-spot thrown in for good measure. This section was nearly 21 miles with nine speed changes and seven ITCs so plenty to keep everyone amused. The instructions also included "CRO except for 50yds NAM on gravel" which you had to find for yourself. This turned out to be the infamous unmarked "sofa lay-by" in GS4624, but the farmer had parked his arctic across the entrance so it could not be used fully and the organisers resorted to putting the code board at the exit. Duncan Orme/Richard Dix missed a code board having misread the instructions, but did well to finish twelfth considering it was the first event for Duncan who got his Comp licence on Wednesday and drove the car for the first time on the way to the start! Deacon/Doble had a cracking run dropping 7 with Ruddock/Pullan on 12 then Rogers/Clark on 36.

So it was back to Goodrich Castle for the icing on the cake with a test back down the gravel track used earlier. This was definitely the highlight of the day for most of the drivers, but Ruddock/Pullan had an "interesting moment" when they found the Escort of Warren/Woodman stopped in a most unexpected place. Apparently, the Escort was cutting out when hot and finally cried enough, which gained them a maximum and dropped them to 9th overall. The top three crews on this one were Ruddock/Pullan on 2:45, Ruddock/McGuffog 2:48, Powley/Powley 2:49.

Results took a little while to be resolved as various queries were answered and a couple of the ITCs on Reg 5 scrubbed, but a small enthusiastic crowd remained at the Clubhouse to applause the award winners and thank the organisers, especially the marshals, for persevering with the occasionally atrocious weather. Roger and Leigh Powley in their distinctive yellow 911 were 2nd overall for the second event in a row, and are due another win very soon, while third went to James Griffiths and James Howell in their 1275 Mini GT.

Will Rogers and his Team put on another typically tough event, and everyone looks forward to next year in the hope they will manage to find a couple more forest tracks for us to play on.

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You may have gathered that this article has not been my usual style focussed on Jim and I and that's because it's been written for the HRCR magazine Old Stager, so this little addendum may be of interest.

I'd just like to point out how much this type of rallying is a team effort. It could easily be regarded that the tests are for the drivers and the Regularities are for the navigators, but that is just not entirely true. You can't get a good time on the tests if your navigator is not on the ball with the "pace notes" and you can't get really low penalties on the Regularities if

your driver can't drive at the required speed. This was particularly true on the last Regularity where we enjoyed a quite remarkable run quite our best Regularity run ever I think. Here is part of the speed change instructions;

“Start at 27mph. 1.20 miles after ITC1 increase to 29 mph for 1.80 miles then reduce to 24 mph. After a total distance of 7.50 miles increase to 30 mph for 0.5 miles before reducing to 26 mph”

Well the sneaky bit about this is that ITC2 is at 6.79 miles, which only allows 0.71 miles to get back on time before the speed change to 30, which is not possible having lost 20-30 seconds at the control and given the roads. So not only is it not possible to get back on time before the speed change, but there is another one within 0.5 mile. So the only thing to do is tell Jim the speeds and let him get on with it. Meanwhile I work out how far it was from ITC2 to the speed change, and calculate the time difference between if it had been run at 26 and not 24, then I need to calculate the difference between 0.5 mile at 30 and 26 mph. By the time I've done that I can see how far we have travelled and give Jim a time check, assuming 26 mph average all the way, and believe it or not he is running just 3 seconds early when my calcs show we need to be 1 second early to be on time, and just as we do this around the next corner is the ITC. We collect a -3 which remarkably is our highest penalty of the seven on the regularity. So if Jim had not been able to judge the speeds so well, we would not have had the time to sort out any discrepancy to make it correct, so it really is a team effort. Now obviously lady luck played her part, but the likes of Ruddock/Pullan, Warren jnr/Woodman and Warren snr/Tullie who achieve regular wins must be able to do this all through the event and not just when lady luck is on their side. As Julian Riley remarked to me recently these youngsters just have more “elastic” brains.

Jim and Ian

St Wilfrid's Rally

St Wilfrid's Rally – Round 8 HRCR

The team of John Ruddock and Andy Pullan in the white Mk1 Escort seem unstoppable this year as they took another win, this time on Round 8 of the Autosessive HRCR Clubmans Rally Championship, the St Wilfrid's Classic in North Yorkshire, on Sunday 3rd August. This was another very challenging event in the championship with the final outcome in the balance until the marshal check sheets were available at the very end.

The rally started at Thirsk Auction Mart on a clear and sunny morning with 14 Tests and six Regularities planned for the day's entertainment. Navigation for three of the Regularities was handed out an hour before the start, and the remainder were available at various points during the day with plenty of time for plotting before each one started. The battle got underway with two tests in the Auction Mart grounds. Roger and Leigh Powley, who were looking good for a win here, were side-lined on Test 2 with engine mounting problems being the first retirement of the day, while John Ruddock/Andy Pullan set the tone for the event by taking a three second lead from Matt Warren and Cath Woodman.

A short run then took crews to the start of Regularity 1 described with a list of map references heading northwest to Leeming Bar containing four ITCs and six speed changes. David Ruddock and Kevin Carruthers were in trouble on this one with an erratic trip-meter and ended up with some uncharacteristically high penalties, but Simon Parson and Jessica Dickson in their Austin Healey Sprite set the pace dropping only six, with Clive Baty and Henry Carr in a Renault 5 following closely on seven. At the last ITC crews were given the navigation containing 21 tulip diagrams for Regularity 2 and with a short run through Bedale there was time to get it on the map before the start. This one went further north around the southwest of Catterick Garrison and on to Map 92 using a handout and then back for coffee at the Bolton Arms in Downholme. John Ball and Andrew Duerden in their Citroen DS21 set the standard on this one only gaining three penalties across the five speed changes and three ITCs, the final one being in a "not as map"(NAM) lay-by in GS1198. Interim results at coffee revealed Ruddock/Pullan in the lead followed by Warren/Woodman (+4) then Roger Kilty and Roger Burkill, Escort RS2000, (+5)

The hand-out for Regularity 3 contained a list of ten named buildings to pass and was given out as crews left the Bolton Arms. With some of these buildings spread-out across the map they took a little finding as they defined a route that was to take an hour to traverse and included the white in GS 2782, seven speed changes and five controls it was quite a marathon taking crews south to Thornborough for three more tests. The Clerk of the Course, David Taylor, was being a little mischievous locating an ITC in the NAM short way round triangle at the multi-road junction in GS2382 which caused a few crews to lose precious seconds. Stephen Owens and Ian Mitchell in a Mini Cooper S took this one with only six penalties from Baty/Carr on seven, while Ball/Duerden fell foul of a closed gate at the exit of the white, although they only dropped eight. Seems some local scallywags may have been

amusing themselves at our expense here.

Now it was time for some relatively light relief as crews headed into the grass-track arena near Thornborough for three tests. The first was a fairly long and straightforward “grass autotest” but with some very sticky patches to catch out the unwary and the Minis led the way on this one with James Griffiths and James Howell beating Steve Entwistle and Bob Hargreaves by just one second. Martin Neal and Richard Dix, Escort Mexico, were very pleased with themselves managing to beat both Warren/Woodman and Ruddock/Pullan on this one. Next it was a blast around the speedway track itself, with some strategically placed cones to keep the speeds within limits, and finished with another grass loop after the exit. The inside line was the place to be but it was very narrow and surrounded by some of the deepest stickiest mud you can imagine, so any errors were heavily penalised with wasted time. Quickest here were Kilty/Burkill by four seconds from Darrell Staniforth and Les McGuffog in a Cooper S. Andy and Ros Simpson in their MGBGT V8 came to grief when they were unlucky to make contact with the only piece of Armco in a 30 acre field and made quite a nasty mess of the side of their lovely car and had to retire. The last of the three tests here was a gravel track along the edge of a field with a stop astride and reverse, and again it favoured the Minis with Griffiths/Howell taking one second from Staniforth/McGuffog and Ruddock/Pullan a further second adrift.

The test completed crews took a well-earned break and headed up to Masham for lunch in the Town Hall and discussion on the morning’s activities; the gate at the exit of the white being quite a talking point.

The afternoon started with two Regularities that had been pre-plotted at the start. The first of these, Reg 4, headed west and south to finish at Lightwater Valley just north of Ripon and was described with 25 map features and a couple of black-spots. Again David Taylor nearly caught out the navigators by “hiding” a “do pass through” next to a “do not pass through” grid square, that had many navigators hastily drawing a re-route once the jungle drums got underway. This was another marathon of an hour’s motoring with seven speed changes and six ITCs. Griffiths/Howell were unlucky on this one to bend a steering arm while pulling over for a local that added to the fraught day they were having with electrical maladies. While Rob Henchoz and Ian Doble in their Volvo PV544 managed to make a real hash of the speed changes in the first half and picked up some hefty penalties. Several navigators were checking their plotting on the move when a particularly broad yellow road was to be traversed at 22mph for several miles coupled with the fact that the second ITC that was likely to be on this stretch was missing adding to the worry. Baty/Carr’s excellent run came to an end on this one also as they missed an ITC along the way. Warren/Woodman came out on top on this one only dropping seven followed by Entwistle/Hargreaves on nine. This epic tour was worth it though as the highlight of the day was to materialise in a series of five tests in Potgate Quarry.

These were all gravel surface with copious amounts of water and also included some very steep, narrow and rough inclines. Darren Everitt and Susan Dixon made a particularly elegant display on the first of these showing just how a big Triumph 2000 can be made to

seamlessly pirouette from cone to cone and gathered some applause from fellow competitors, and would definitely get a “ten from Len” for style. Griffiths/Howell were desperately re-tracking their Mini before starting, while everyone was trying to identify cones and gravel mounds in order to clarify the correct route.

Interim results for Reg 4 and this series of tests showed Ruddock/Pullan managing to extend their lead from Staniforth/McGuffog and Warren/Woodman both on +28.

The severely shortened Reg5 was eventually cancelled following re-routes due to road-works, and then the start arrows being mysteriously woven into a barbed wire wrapped five barred gate on the wrong side of the road. A committee decision by a quorum of competitors was made, and they were removed following a concerted effort to find an official mark on the road failed.

The next series of three tests were at the Barker Business Park outside Melmerby. The first two were farm tracks around fields with stop astrides at various points and the last a tight tarmac auto-test where it was easy to get very dizzy. Ruddock/Pullan were quickest again on these, narrowly beating Ruddock/Carruthers by three seconds, while Warren/Woodman uncharacteristically collected a cone penalty on the last one.

The hand-out for the last Regularity was given out as crews left the test site which provided a good location to park up and plot the hand-out of coloured road junctions, grid lines and four colour printed grid square extracts, one of which showed an easily missed NAM. The route took crews east onto map 100 via an extract and then back north to the final test at the Thirsk Auction Mart containing five ITCs and seven speed changes.

Ruddock/Pullan's luck ran out on this one early on when they had to follow a tractor and trailer and collected a 26 second penalty for the privilege. Warren/Woodman showed the way again only dropping four with Kilty/Burkill and John Abel/John Dennett in their Sunbeam Tiger both on five. All that remained now was the long combination of the first two tests back at Thirsk where Ruddock/Pullan beat Warren/Woodman by one.

Everyone collected at the Angel Inn at Topcliffe, being refreshed with a Sunday roast, while the organisers and results team worked feverishly to collate results and answer queries. Initially it looked like Warren/Woodman had won by six seconds, but then the marshal check sheet revealed their cone penalty on the car park auto-test which put Ruddock/Pullan back at the top with a tiny margin of 4 seconds. A core group of competitors waited for the results to be made final and awards to be presented. Particularly popular were Andrew Johnson and Suzanne Barker who finished 8th overall and collected the class N2 novice award in their Lancia Fulvia.

This was another excellent day's sport created by the Ripon Motorsport Team and another event worthy of being included in the Autosessive HRCR Clubmans Rally Championship.

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So that's what happened to the whole crowd, but what happened to Rob and I. Well we had a great fun day out with some fantastic tests, especially five in the base of a huge quarry that was ideally suited to the Volvo, talking of which. Some of you may know that I am not a very big fan of Volvos and once told Gill "whatever happens I do not want to go to my funeral in a Volvo hearse". Anyway this weekend has changed my mind, not on modern Volvos, but definitely on what may be termed as classic Volvos – it was brilliant.

Rob and his family were on holiday in Yorkshire so I volunteered to drive the car there and back, and though a bit apprehensive to start with my confidence in the car grew during the weekend and I loved it coming home. Very noisy inside because of the low gearing and consequent high engine revs at cruising speed, but very little vibration and the ride comfort is better than our 2013 Fiat Panda. It was very heavy on fuel though, but every time I stopped to fill up I immediately had loads of very positive comments from admirers of the car – "definitely a cool car mate", but what about the rally? Well it went pretty well considering we were a new pairing, and we did not have any wrong slots or wrong tests during the day. We did have one very poor Regularity performance though, straight after lunch when I missed not one but two speed changes and then could not get my brain to compute the error. It just gave up on me and went blank. We were even passed by the car behind and I did not understand why or how it was happening, I thought we were early and in fact we were a minute and half late, and I still do not understand what happened now!

As for the tests we had a huge spin on a lap of a grass-track raceway which pushed us off line into a very deep and muddy quagmire that took us an age to drag ourselves out of, but apart from that we had no c*ck-ups. The tests in the quarry were particularly good being ideal for the car often being steep and rough in places that it just ate up. There was this huge flooded truck wash puddle to negotiate to get out of the test site that was probably 50 yards long and a foot deep and folks were very wary about getting stuck, not us. Rob said "windows up" and we powered through then his comment as we emerged "woman's ford" – brilliant! 😊

Although the quarry was good fun it upset something under the car that made the trip-meter go astray and we had to do the final Regularity by guesstimate, but it was not our worst performance of the day any means.

Although a big car the cockpit is no bigger than Jim's MGB inside so paperwork management was still the same juggling act and I often got in a right old pickle, but it's been a good learning curve before we have another go together on the Vale of Clwyd in North Wales at the beginning of September. Oh, where did we finish 19th overall and 4th in class.

Rob & Ian

Wethersfield Targa

Jonathan Stimpson

I had a call from Rob Kitchen recently asking if I was interested in doing the next Targa rally with him at RAF Wethersfield in a week or so. Rob had just picked up a new car and it needed a thorough testing before the Bournemouth Rally in a month. Interested in doing some Endurance events Rob had just picked up a prepared 1400 Rover 200 and wanted to get some miles on the car before doing any bigger events to check all was present and correct and to get some time behind the wheel. Initially I was navigating for him but soon put an entry in too and we both ended up driving it.

The car looked a good buy, had all the right bits and didn't look like it had seen too much service unlike some! A 6am pick up saw us on our way down to Scrutineering and signing on. Organisation seemed swift and Rob elected to drive first so we had a scan over the maps marking up as much as we could. The sections were reasonably uncomplicated with some fast sections then the odd hairpin and PC to slow you down.

Rob got off to a good start on tests 1, 2 and 3 setting some good times in 27th, 40th and 21st respectively. Next it was my turn to do the same three stages so we lined up in the queue for the start scanning the maps again to be sure. I had not sat in the driver's side or driven a Rover before, plus the seat was fixed and my legs are not exactly the longest so it could be an interesting ride! The car felt really good, far more manoeuvrable than I expected with good steering feel and a good handbrake too. You really have to work it hard which felt different to my 205 as the gap between 1st and 2nd felt huge, the engine is smaller and the car is heavier but it felt better than I think we both expected with plenty of revs to use to hang onto gears. I managed 16th, 16th and 18th on the first 3 tests then 27th, 35th and 24th on the 4th, 5th and 6th tests.

The airfield was drying but very very slippery in places and test 3 had a huge ford at the start which several cars fell foul of. Test 2 had a nice section through an old hanger with a very tight entry through the side door but then out onto some good straights to stretch its legs. Rob then had his run on tests 4, 5 and 6 getting an impressive 12th, 10th and 10th. Swapping again we then had another good study of the maps again as the tests were using the same 3 areas but changing slightly each time taking different routes. We were both driving fairly enthusiastically and caught a cone or two, Rob hit one through a gate in particular which I suspect probably launched it clean off the airfield, always the marshal's favourites hey!

I had my runs through tests 7, 8 and 9 finishing 17th, 38th and 20th. At the end of the 9th test the car was sounding a little louder on induction and we noticed the battery light had come on. We stopped in the service area to take a look. Unfortunately I (because I was driving!!!) had managed to shed the alternator and power steering belts which had been shredded. Upon investigation parts of belts had got into the cambelt and caused the inlet cam to jump ¼ turn!! Amazingly there was no contact in the engine and with the assistance of Owen Turner had the timing belt off, timing reset and the belt and a borrowed steering belt back on in about 10 minutes allowing Rob to still get his run on 7, 8 and 9. He pushed particularly hard on these three setting a cracking pace. 22nd, 9th and 28th respectively. Time for some lunch, a change of tyres for something with a little more rubber and to count our lucky stars.

After lunch we fitted a borrowed alternator belt too and studied the maps hard again which didn't stop us both having a detour at some point in the afternoon! Rob then did tests 10, 11 and 12 (12th, 12th and 21st) as did I (11th, 48th!! and 13th) then he had a run around the last tests 13, 14, and 15. As he was handing in his time card I hopped in looking forward to the last blast, as I pulled away the clutch pedal stuck down jamming the car in 1st. This unfortunately finished our day with me unable to finish my last three tests. It transpired to be the clutch fork that had broken not allowing the clutch to disengage.

I would like to have said this was an unfortunate end to the day but things progressed... Thinking the car would be fine to drive home we set off as once we were rolling Rob was able to move through the gears with reasonable ease without the clutch. Only a few blind give ways required some careful negotiation. All was going well till we hit a traffic jam and accident on the M11! Cars, Police and Ambulance's everywhere, and everyone at a standstill. Every time traffic moved I had to hop out and push to take weight off starting the car in gear, obviously we were quite popular doing this! Glad to be free we eventually stopped for some tea for a rest and got home a little later than we expected.

It had been a thoroughly eventful but really enjoyable day, despite our issues and relatively small engine Rob finished a well deserved 13th out of 58. Unfortunately I could not be classified due to missing the last 3 tests but still had a good day. We will be back I'm sure, possibly in my own more familiar seat next time too.

Jonathan

Easy Peasy Table Top Rally


Thursday 21st August 2014

White Horse, Trowse

Promise that it will be easier than my last effort

19:30 for 20:00 start

Further information from David Bell

 01603 720871

 percy@sccon.co.uk

Chance to use the online Entry Form on the [website](#)

Followed by an informal chat about the 2014 / 2015 12 Car Championship

21:00 start

Clubmans Series Round 4

Production Car Autotest

Results:

#	Driver	Car	Class	Total	Class	o/a
3	John Peterson	Austin Mini	FWD	547	FTD	1
4	Mark Banham	Lotus Elise	RWD	656	1	2
11	Tony Hewitt	Suzuki Swift	FWD	696	1	3
8	Rob Kitchen	Rover 200	FWD	704	2	4
15	Mark Annison	Ford Puma	FWD	709	3	5
13	Matt Willgoss	Mazda MX5	RWD	712	2	6
5	David Smalley	VW Up	FWD	720	4	7
16	Joe Annison	Ford Puma	FWD	734	5	8
20	Sam Weller	Mazda MX5	RWD	746	3	9
10	Rob Henchoz	Volvo 142	RWD	762	4	10
6	Geoff Bateman	Proton Satria GTi	FWD	794	6	11
14	Phil Newson	Citroen C2	FWD	806	7	12
1	David Leckie	Vauxhall Nova	FWD	834	8	13
9	Andrew Long	Rover 200	FWD	834	9	14
17	Bill Cleyndert	Westfield	RWD	855	5	15
19	Tom Leckie	Vauxhall Nova	FWD	867	10	16
7	Grace Philp	Proton Satria GTi	FWD	885	11	17
18	Jacqui Norman	VW Golf	FWD	899	12	18
12	Chloe Hewitt	Suzuki Swift	FWD	902	13	19

And of course the stars of the day:

Set Up – Howard Joynt & John Peterson

Signing On – Fat Controller

Test 1 – Ian Doble, Duncan Macnab & Mike Lambert

Test 2 – Maggy Bateman, Christine Newson, Bryan Tooke & Rob Philp

Test 3 – Peter Riddle, Phil Webb & Chris Edwards

Results – Fat Controller

Clear Up – Everyone

Very pleasant evening sunny and warm

Always good to find a venue that offers 'real' toilets, cones and medical cover – not to mention the high quality surface (bit too good as it turned out – could have done with a shower of rain)

Turned out to be yet another mini fest with the tests again a bit on the tight side

Hope everyone enjoyed themselves and a big thank you from the club for supporting the event

Also apologies for running out of time; lapped tests seemed a good idea when the entry count sat at 10

2014 AMSC AutoSOLO Challenge

Round	Date	Venue	Organising Club
1	27 th April	Debden	WSMC
2	18 th May	Debden	FMC
3	20 th July	Woodbridge	ECMC
4	14 th September	Wethersfield	CCC
5	2 nd November	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	30 th August	Debden	WAC
5	9 th September	Woodbridge	CMC

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

2014 / 2015 AMSC Trials Challenge

Round	Date	Venue	Organising Club
1	19 th October	Kensworth	FMC
2	2 nd November	Ivinghoe	FMC
3	16 th November	Lyng	SCCoN
4	7 th December	Wattisfield	WSMC
5	1 st January	Seckford	ECMC
6	18 th January	Harlton	CCC
7	22 nd February	Holbecks	WSMC
8	15 th March	Wattisfield	WSMC
9	5 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 / 2015 12 Car Championship

Provisional Calendar

Round	Date	Event	Organiser(s)
1	17 th October	P & H Novice	David & Katy Leckie
2	7 th November		Jonathan Stimpson
3	28 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	30 th January		
5	27 th February	Canada Garage Motorsport	Mark & Lorraine Annison
	13 th March	March Hare	David Bell
6	27 th March	Lyng Garage	Simon Tebbutt

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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are!”*

A limited number of SCCON window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker
measuring 195mm x 80mm.

Please email Mike Smith at mikey.j.smith@btopenworld.com if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that if these prove popular I can get more printed, minimum print run is 10.

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- Dry & airy
- 1000m² building, occupied daily
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- £60+vat per calender month

Preparation

1. Condition recorded inc photos, and receipt issued
2. ID allocated, keys tagged
3. Tyre pressures increased to 50psi (reduce flat spotting)
4. Parked uncovered for 24hrs, windows lowered to air dry
5. Vehicle started and brakes used to remove flash rust
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

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201408.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

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