

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

November 2014



Lyng Garage Trial

Events in November

**Friday
7th November**

**Waveney
12 Car**

Tivetshall St Margaret

**Contact
Peter Riddle**

**Sunday
16th November**

**Lyng Garage
Trial**

Cadders Hill

**Contact
David Leckie**

**Friday
28th November**

**Waveney Mushrooms
12 Car**

Flixton

**Contact
David Mann**

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Downloads available:

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

[Waveney 12 Car
Regs & Entry Form](#)

[Lynq Garage Trial
Regs & Entry Form](#)

[Waveney Mushrooms 12 Car
Regs & Entry Form](#)

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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 20th November** for the next Natter & Noggin

Diary Dates

Sunday 2nd November
Debden AutoSOLO
West Suffolk Motor Club
AMSC AutoSOLO
Challenge Round 5

Sunday 2nd November
Ivinghoe Aston Trial
Falcon Motor Club
AMSC Trials
Challenge Round 2

Wednesday 5th November
 Management Meeting

Friday 7th November
12 Car Round 2

Sunday 9th November
Woodbridge Targa Rally
Chelmsford Motor Club
2014 AMSC Targa Rally
Challenge Round 5

Sunday 16th November
Clubmans Series Round 6
Lyng Garage Trial

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

Friday 28th November
12 Car Round 3
Waveney Mushrooms

Wednesday 3rd December
 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 Maggy Bateman.

Sunday 2nd November
 Debden AutoSOLO
 West Suffolk Motor Club

Friday 7th November
 12 Car Round 2

Sunday 9th November
 Woodbridge Targa Rally
 Chelmsford Motor Club

Sunday 16th November
 Clubmans Series Round 6
 Lyng Garage Trial

Friday 28th November
 12 Car Round 3
 Waveney Mushrooms

Sunday 30th November
 Wattisfield Trial
 West Suffolk Motor Club

Saturday 6th December /
 Sunday 7th December
 Preston
 Chelmsford Motor Club

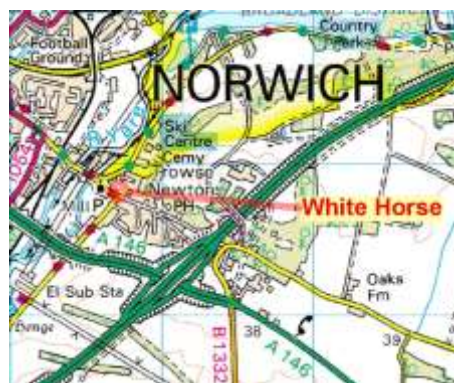
Waveney's

12 Car

Friday
7th November

Honing Village Hall

[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	Peter Riddle
Sunday 16 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		

Editorial Chair

Chairman's Reporting November 2014

Chairman has gone North West

By the time you read this we will be just into November, where has the time gone again this year In this month's effort from me you should find a extensive reports from Mull, Snetterton, Sculthorpe and others.

Do you know that at the beginning of 2014 Christine and I put something like 32 motorsport events into our diary we have attended most if not more than this, as I have said before we go to work on a Monday for a rest and it looks as if there could be more of the same in 2015.

In the mean time we have three more dates to act on

November 9th Woodbridge Targa Rally RAF Woodbridge. This Chelmsford event has a full entry of 70 cars + reserves. So it is going to be a busy day. Contact our chief marshal for more details.

November 16th Caddes Hill Lyng. This is our only car trials event this year and as last year Christine will be providing us with a light lunch and bacon rolls for breakfast for the marshals. Contact Dave Bell, Dave Leckie or our chief Marshal Maggy Bateman.

November 23rd Charity Day Snetterton. We have been asked to help behind the pits again this year, helping out putting the passengers into the race and rally cars making sure they have their seat belts and crash helmets on securely. This is quite good fun and can be very rewarding, there are plenty for smiles for the miles. Contact Martin Newson if you can help in any way.

Mull 2014 Event Report

As reported last month The Plandescil Team had a shake down event at Woodbridge, and just two weeks later we find ourselves on the way up to The Isle of Mull Team for Mull is—

Human Resources Manager –Christine
Driver –Martin
Navigator -Andy Lawson
Service- Dale Lawson and Simon Hatfield
Chase- Andy Egger and Simon Wood

Saturday 4th October

As normal really Christine and I left home at around lunchtime on Saturday and drove up to Carlisle for an overnight stay in the Premier Inn on junction 44 of the M6 so we only had around 200 miles to go on Sunday morning.

Sunday 5th October

The worst part of the journey is the very narrow road around Loch Lomond, as the oncoming cars do try to drive towards us on the white line this then means we have to move over as far as possible with the trailer almost scraping the walls and rock faces on the nearside. Even driving towards them with the headlights on full (during the daytime) does not help they still stay on the white line until they get the shock of seeing the trailer is wider than the car, this is about nine miles of panic really. We did survive with both mud guards on the trailer.

We managed to get to Oban early, so we were able to catch an earlier ferry as they don't seem mind if you change your departure time, Which was a good thing as all sailings were on amber alert and the 4.00o'clock ferry was cancelled.

It did not take long for us to settle in to the cottage which was going to home for the next 7 days or so. Our self catering cottage rented from the Glengorm Castle estate about 5 miles from Tobermory, a very comfortable 3 bedroom estate building home from home.

Monday 6th October

We become tourists for the next few days usually driving through the stages to get to our sight seeing spot. This year there seems to be a lot more Sea Eagles and other birds of prey this year.

I was reaching into the bottom of the fridge taking out a carton of orange and I managed to put my back out (Christine even saw it happen); I was unable to stand up straight for some minutes. It was extremely uncomfortable all day.

All I can or normally do is to dose up on Ibuprofen and wait for a few weeks for it to ease off.

With the rally looming and worried about not even being able to get in the car, I contacted the boys before they left to bring their competition licence overalls etc just in case I was unable to drive.

Tuesday and Wednesday

The tourist side of us comes out visiting most of the island sites and tearooms (Christine's comfort breaks), to be joined by Andy, Dale and Simon in the late afternoon.

Andy and I take the Peugeot out and drive three night stages before we have tea, Andy's first time on pace notes. It is very difficult to judge distance and timing reading the notes at a slow pace as they do flow better at speed.

We managed to cover three and a half stages before heading back to our home for the week. Christine had been very busy cooking our shepherd's pie and veg for tea.

It was planned to have an early night but as you might have guessed things never really go to plan.

Thursday

We (Andy and I) were on the road at around 9.00 to drive all the stages to check our pace notes. The notes are full of detail, too much sometimes. We then take out certain bits and add land marks just in case we loose our place in the darkness (which makes up 60- 70% of the route)

We were meant to meet up with Christine, Simon and Dale at lunchtime but it would appear that they did not get past the cafe in Criagnure which sells the best venison burgers on the island, while Andy and I had our lunch in the south of the island.

We did manage to recce all the stages at least one and half times by the end of the day,

there 150 stage miles in this event with 20 stages during the three legs. Should you have problems during one leg you are allowed to start the next should you want to but the time penalty is quite high.

On Thursday afternoon we are joined by Andy Egger and Simon Wood our chase team. Simon had brought over his newest toy a 5.7 litre Jeep, what a bit of kit but I think it was only doing 20 mpg while on the island.

We were soon off to cafe' fish for our pre event tea / supper, this time there were 11 of us on a table for 8, a really good night though. The really good food to set us up for the start of the rally the next day.

Friday

We had a little lie in as it was going to be a long day out on the Mull roads.

While the lads checked over the car Andy and I had another drive through a few of the early stages of the rally, Christine and the lads took the car through noise and scrutineering. So by the time we joined them all we had to do was to sign on.

With all the formalities over time to relax and even try to sleep (I could not sleep, must have been too excited) before our start at about 21.06

The start is in the main car park of Tobermory, where we are greeted by lots of spectators who waved us off to start out night adventure. We have to drive though one of the stages to access the start of our first special stage of 2014. The first retirement of the event 800 metres into this stage with a car off the road on our right hand side, there were at least 7 more in this stage stopped or off the road in this the very first stage of a very long event.

There were meant to be 3 stages before our first service in Tobermory, but as we arrive in the start area for stage 3 we are told the stage is stopped and was likely to be cancelled. 20 minutes passed, we were then told that we would drive through the cancelled stage and on to service at Tobermoray.

Christine and the boys had found an excellent service point in the main car park and with a quick check over we were soon on the way back out to the next loop of two stages. We drove the next two with a lot of attention as it was on the fifth stage last year we went off the road.

It is over 20 miles from the end of stage 5 to the next service area in Craignuire where Christine was ready with food and drink and the gang fall onto the car to check it over again, the 30 minutes service time just flies past and we drive through a stage used later in the rally to get to the start of stage 6. Andy takes the opportunity to read the notes for this stage to me to check they still work for us.

We complete the night by getting through 6 with no problems.

We are able to take the car back to the cottage after finishing the first night leg. We eventually get to bed at around 4.45am, so three and a half hours of sleep before breakfast and more work to ready for the next leg.

Leg 2

Restart for us is around 12.50, and all the stages this afternoon are 30 second starts instead of 1 minute. There is a very long drive from Craignuire to the first stage in the afternoon in the South of the island and this the shortest of the event at just under 3 miles. With two more stages before service we are soon back in the car park of Tobermoray with no problems.

Stage 10 was nearly the end of our adventure, Andy called hairpin right I locked up the

brakes and the next thing the front of the car is in a ditch. I thought it was the end of it but putting the car into reverse we get halfway out and four spectators make sure we get out and were soon on the way again with only 15 seconds of time loss.

Two more stage before service again and onto the last loop of three stages and the end of the leg.

Leg 3

Our restart is at about midnight, it starts with a short blast through Tobermoray town centre and then the next stage starts in the same place but finishes at the bottom of the hill in Dervaig.

This is followed by two more stages before main service in Craignuire, then onto the last 23 mile stage. With a deep intake of breath we start the last stage, and soon see a couple of escorts off the road which does nothing to help my confidence. After 15 miles yellow flags are being displayed and we slow down a bit, at 16 miles in we are stopped by the marshals because the road is blocked further on.

Andy says we have finished, I tell him not to get too excited as we are not finished until we get to the last time control in Dervaig. There are crowds of people at the finish, mostly drunk but happy as we were not drunk happy that is to finish after 3 times of trying.

We now head back to the cottage to load up ready to catch the early ferry home. Just two and half hours sleep and we are on the road home after a great week in Mull.

GO MOTORSPORT DAY SUNDAY 19TH OCTOBER 2014

We arrived at sunny Snetterton early to prepare for the day of greeting and meeting people for an introduction to various types of motor-sport.

Each club champion a different type of event that we all can take part in. The SCCON crew were in charge of the autosolo.

Christine was at base camp and before the public arrived it was bacon roll coffee or a cup of tea. We had several people looking at the cars on display on the SCCON stand and asking us what we do as a club.

During the day the wind got up but despite this it was a very good day.

On the Autosolo test we run around 200 tests with 20 cars, and everyone seemed to come away with big smiles.

The whole day passed with great success (I think) as lots of the public told us so.

SCULTHORPE RALLY SUNDAY 26TH OCTOBER 2014

Another Sunday of motorsport and no lie in even with the extra hour gained by the clocks going back. We had to be at the airfield at around 7.15 am to sign on and organise our team and survey our sector for the day. We could have done with more marshals in our area as there were lots of changes during the day.

I had told Christine and Maggy that it was going to be a quiet day, but they got quite upset having to reposition a couple of cones at the corners they were covering

The whole day went quite well with only one breakdown in our area.

As always at RAF Sculthorpe there were plenty of retirements.

Marshals Post

Maggy Bateman

Upcoming club events – Waveney 12 Car, Lyng Garage Trial, Waveney Mushrooms 12 Car

Other clubs:

Debden AutoSOLO on Sunday 2nd November at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club

Woodbridge Targa Rally on Sunday 9th November at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club

Wattisfield Trial on Sunday 30th November at Wattisfield Hall (nr Diss) organised by West Suffolk Motor Club

Rockingham Stages on Saturday 6th December / Sunday 7th December at Rockingham Circuit (nr Corby) organised by Middlesex County Automobile Club

Preston on Saturday 6th December / Sunday 7th December starting from Barton Mills (nr Mildenhall) organised by Chelmsford 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)

The interviewer tells them: "OK, you'll have to formulate a sentence with the 3 words green, pink and yellow."

First, the Belgian says: "I wake up in the morning, I eat a yellow banana, a green pepper and in the evening I watch the Pink Panther on TV".

Then, the German: "I wake up in the morning, I see the yellow sun, the green grass and I think to myself: I hope it will be a pink day".

And the French: "I wake up in ze morningk, I hear ze phone: green... green... green... pink up ze phone and I say "Yellow?"... :-)

Regis Rally

Regis Rally – Round 11

35 crews gathered at the Aldingbourne Country Centre on the 25th October for the final round of the 2014 Autosessive Clubmans Rally Championship. The field was led away by John Ruddock and Andy Pullan in their Mk1 Escort with John's objective being to finish two places ahead of his main challenger for the driver's championship, Howard Warren in his Porsche 911, ably navigated by Ryan Pickering. Andy Pullan having already secured the 2014 Champion Navigator's Crown, was a little apprehensive before the event knowing the pressure was on him for a top result, but this was his first attempt at the event while Ryan has won it before, so no pressure then!

After a tough days competition where very few crews escaped without one or two mistakes it was the Porsche crew who were victorious, with Howard Warren taking the driver's championship by just 3 points from John Ruddock who finished 3rd.

Competitors were given the navigation hand-outs for Regularities 1 and 3 half an hour before their start time allowing them to get the routes onto the map before heading off to Goodwood to attempt the first three tests of the day. Here the narrow tarmac roads were very slippery with autumn leaves that left very little room for error, especially on the downhill stop astride finish of Test 2. The crew of Andrew Buzzard/Robb Lyne, Alfa Romeo Giulia, laid down the marker by setting fastest time just one second quicker than Ruddock/Pullan and David Ruddock/Les McGuffog, Vauxhall Magnum. Andrew and Robb out on a shake down before the Rally of the Tests and showing they were not too rusty.

Regularity 1 started at the test site exit. It was pre-plotted with six map references having eight speed changes over the 18 miles of an anti-clockwise loop back to Goodwood taking in a tricky loop around the village of Halfway Bridge. Jim Deacon/Ian Doble, MGB, were bogged down behind a tractor and slurry tanker just before the loop and could not make up the time and gathered a hefty penalty early on while Peter Keel/Andy Gibson, Triumph Dolomite, took this one on 11 from Warren/Pickering and Ruddock/McGuffog both on 13.

It was then back to Goodwood for a repeat of the first three tests and this time Warren/Pickering took the honours on 136 from Steve Entwistle/Bob Hargreaves, Mini Cooper, on 138. While Neil Oatley/Fred Gallagher, Volvo PV544, were unlucky on Test 5 when their engine shifted and the fan tried to enter the radiator, but good old Radweld came to the rescue.

The hand-out for Reg 2 was given out at the finish of test 6, which gave just about enough time for plotting the twelve spot heights defining the route which set off from the Goodwood exit and headed west 17 miles to Clanfield via the white lay-by on GS8313. Warren/Pickering had a problem on this one and collected a maximum 60 at the first ITC while Darrell Staniforth/Henry Carr, Mini Cooper S and John Griffiths/Rob Henchoz took the top honours only dropping 2. While Bob and Jeanne Taylor, Mini, and Keith Davis/John Youd, MGBGT, both missed the

direction of approach to sh 98 and picked up maximums for missing the first ITC.

Next up was Reg 3, the navigation for which was grid lines followed by a herringbone with some instructions to go longest route in a couple of grid squares. With seven speed changes over 20 miles there was plenty to keep crews amused. The route went north along the western edge of map 197 and at least three of the top ten crews (2, 4 & 7) admitted to visiting the Butser Hill viewpoint when the navigators took their eyes off the map to do some house-keeping on what looked like a long yellow without any junctions. Fortunately there were enough miles to the first ITC for them to correct the error. While Martin Neal/Richard Dix were not so fortunate as they missed both the first ITC and the following PC when they failed to see the longest route notes. It was clear that Matt Fowle's route was beginning to catch out the unwary. Top spot on this one went to Warren/Pickering on 6 followed closely by John Abel/John Dennett on 7, this time in an Alfa Romeo Giulia Sprint rather than the more familiar Sunbeam Tiger.

As crews gathered for lunch there was talk about the route as some of the roads found were more like Welsh lanes on remote hillsides and not what was expected on the Hampshire/Sussex border, and Mick Briggs remarked there was plenty more to look forward to. In fact I'm sure I saw Claude Jeremiah Greengrass previously of Heartbeat fame resting on a farm gate somewhere along the way!! David Ruddock was busy tightening a front wheel bearing while everyone scurried for fuel and lunch before the afternoon began. Navigators were given the information for Reg 5 at MC2 lunch in, so they had something to occupy themselves with, while drivers enjoyed their lunch. The route and navigation was becoming deceptively tricky and everyone would need their wits about them. In fact there was trouble afoot for the organisers and even Tony Large as he managed to drop a very expensive camera lens from the top of a ladder he was perched on; hopefully not instilling too much damage.

Ruddock/McGuffog led the field on 329 followed by Abel/Dennett 354 and Staniforth/Carr 355. While Geoff Twigg/Graham Carter were rounding out the top 10 on 396, in their Austin Allegro, an almost standard car that Geoff found on ebay a couple of years ago. Only the wheels and tyres hinted at competition intent. The novices were headed by Brian and Janette Dwelly, Morris Minor, on 472 closely followed by Tim and Mark Willocks, Volvo 122S, on 479.

Regularity 4 was a 19 mile Jogularity that started in a lay-by a couple miles east of Sheet and finished near Fernhurst – where it went in between I have no idea, as I did not see much scenery and had no time to trace it onto my map. It included three PC boards which everyone managed to collect. Although one on a long way round triangle just 0.1 mile before the second ITC ensured the unwary dropped time. Warren/Pickering took this one on 3 from Neal/Dix on 6 having obviously having brushed off the cobwebs now then Ruddock/Pullan on 7. Unluckiest were Abel/Dennett who retired along here.

Just a couple of miles to the start of Reg 5; the instructions were compass headings junction departures followed by coloured roads, not the easiest things to plot especially when there are four “yy” in a row which gave a route in an easterly and southerly direction to finish near Petworth. Although looking straight-forward it proved to be quite tricky and included a very

small white triangle with a hidden entrance on the final section, and even Warren/Pickering picked up a maximum 60 at the final ITC. Lowest on this one were John & Peter Dignan, MGB, on 16 followed by Paul Davis/Roger Bricknell, RS2000 Mk1, on 17.

The pressure was relentless with only a mile to the last Regularity, #6, which was split into three plot n'bash hand-outs. The sting was definitely in the tail on this one with some of the information needed throughout the route only given on the first hand-out and then not referred to again, so some long term and short term memory was in order – hmmm – and lots of paper shuffling. The first hand-out was just nine tulips directing crews through Coldwaltham towards Storrington. With an error on the location of one of the speed changes most crews admitted to being a little confused and consequently spent more time worrying, than paying attention to the time and route, so when the second hand-out with 15 grid square departs arrived through the window the atmosphere in the cars became a little tense to say the least. Many crews missed the required short yellow loop south of Amberley, as the instruction to not use sh 5 was only shown on the previous piece of paper – sneaky. The final hand-out was a re-route to miss a Pumpkin event in Slindon, so it was just a calm run to Tangmere for the final four tests. The leaders on this final Regularity by quite a margin were Warren/Pickering on 15 followed by Buzzard/Lyne on 52 then Neal/Dix on 55. Ruddock/Pullan gained a max. 60 on the ITC in the loop, so obviously missed it originally, but they were in good company as five of the top ten were rewarded with maximums, although Ruddock/McGuffog missed it all together ruining their great run. Probably the crew to take the longest to figure this out, Deacon/Doble, were over 10 minutes late at the ITC in the loop, but thankfully only gained the 60 maximum penalty! The Dwellys made gains in the Novice class as their two nearest rivals missed the troublesome loop ITC too.

With the regularities out of the way it was just the fun bit on Tangmere to finish. There were two tests laid out to be run twice. These are notorious for being a sea of cones in the past, but this year they did not look too foreboding. The first was OK, but the second was very tight indeed being rather akin to a cycling proficiency test, nevertheless all of them were attacked with gusto. Steve Entwistle/Bob Hargreaves were fastest on these, obviously suiting the Mini Cooper, but next were Richard Bestwick/Suzanne Barker, with a late showing in their Peugeot 205gti.

All that remained was a run back to Aldingbourne Country Centre for dinner while the results were calculated and the award winners announced. Howard Warren & Ryan Pickering were the class of the field but Andrew Buzzard/Robb Lyne had an excellent day finishing 2nd while John Ruddock/Andy Pullan were 3rd. The Novice award was taken by Brian & Janette Dwelly in their Morris Minor by keeping their heads and not missing that dreaded ITC in Reg 6, and Geoff Twigg/Graham Carter did exceptionally well bringing their Austin Allegro into 5th overall having not competed for a long time.

As always a big thank you to everybody on the organising team for a very challenging event there are too many to name, but especially Mick Briggs, Matt Fowle, route and navigation, Chris Derbyshire and Dave Wilson - CSMA Sarum - for 80 marshals.

Addendum for Car7.

Jim and I had a reasonable rally; it could have been better or very much worse. All the tests went well, except the last ones in in Tangmere which were too tight really and not very enjoyable.

As for the Regularities well we were held up on the first one about halfway through by a tractor and slurry trailer. By the time it turned off we were nearly a minute down and it was just before a twiddly piece on and off an A road with two speed changes and around the back of a village. We had no chance of getting the time back, so just went as quick as possible and eventually dropped 33. The following ITC seemed to go fine, but we were 22 early on this one, and for the life of me I have no idea why. Perhaps I used the wrong column in my speed tables? Reg 2 was fine, and although we had a wrong slot up to Butser Hill in Reg 3 we managed to regain the time, so not a problem. Reg 4 was a Jogularity which I struggle with, just because I am uncomfortable not being "on the map" I guess. We dropped a 12 in the middle when there was a "long way round triangle" just before a Control, which I did not spot early enough to get in front on time. Then I miscalculated our amount of lateness to carry forward so the error just accumulated at the next ITC. Reg 5 was OK and I was looking forward to Reg 6 as it was plot n bash. This all went a bit haywire after the first ITC as the organisers had made an error in the change of speed location, and it was about 10 miles too soon!! This meant we were trying to average 30mph across a very busy main road and through a narrow village, but at the time we were not aware of the mistake, and thought we had missed a speed change. In the subsequent confusion when we arrived at the next ITC the car in front was just leaving so we crawled in. This was another mistake as they had dropped over a minute, and if we had stayed as we were we would have been correct. Then I was still not sure what speed to be at until we arrived at the 40 sign indicating a change. So we waited here for what I thought was the correct time, a minute behind the car in front, before setting off again. I was still not happy with the route or the speed, and then Jim said the car that had been following us had disappeared, so more confusion. Eventually about 3 miles down the road the penny finally dropped and we had driven through spot height 5 when in fact we should have looped around. So about face and retrace our steps. In the end we were over 10 minutes late and I thought it had all been a waste of time, but as the maximum time penalty at an ITC was only 60 seconds we won big time. So not a very auspicious finish to the event, but we did salvage 7th place, which was a real bonus. Most crews made errors or picked up a maximum time penalty so as always if you are having a hard time then most probably everyone else is too, so don't give up.

That's it for this year, and with a second in the Master's Class and third overall navigator the Championship I'm really pleased, while Jim was also second in the Master's Class, and fifth overall driver so a pleasing end to the season.

90th Edinburgh Trial (1)

David Bell

Still on the naughty step and grounded, after my unauthorised flying lesson with Andrew, I managed to convince the Management Team that a Classic Trial was NOT a Road Rally and was given permission to accompany David on the 90th Edinburgh Trial. This is what happened.

A big step into the unknown: I am familiar with Car (formerly Production Car) Trials so what is a Classic Trial and more importantly where does Edinburgh fit in (almost a show stopper when the question as to where we were going was answered with Derbyshire)? A Classic Car Trial is a collection of eccentric individuals and vehicles that get together to drive a long way on the public highway with the trip broken up by attempts to drive up off road footpaths and tracks. The two main differences between Classic and Car Trials are on a Classic there are only two results on an Observed Section (hill), clear or fail, and a Classic is a challenge between the competitors and the organisers – clear all the sections and you win a medal – it is not a competition between individual competitors. The event has been running since 1904 and I assume originally went somewhere near Edinburgh, in the mid-thirties the route took in observed sections in the Lake District and Yorkshire Dales, after the war it became the **Esso Scoot to Scotland** and later was amalgamated with the MCC (Motor Cycling Club) annual Derbyshire Trial. In its current format it starts from Tamworth and follows a 200 mile route around the Peak District finishing near Flagg (south of Buxton). Having been given the road book to plot the route my main interest was to have a look at several familiar Derbyshire Road Rally **whites** in daylight. The class structure for the event is quite complicated with 5 motor cycle classes, 8 car classes and 1 class for the less experienced (vehicles and / or crew). For the anoraks: motor cycle classes: A solo manufactured pre 1970: B solo up to 450cc: C solo over 450cc: D with sidecars: E three wheelers (cyclecars): car classes: 1 front engine FWD production saloons: 2 pre 1941: 3 front engine RWD production saloons: 4 rear engine RWD production saloons up to 1300cc: 5 front engine production sports cars: 6 rear engine RWD productions saloons over 1300cc: 7 kit cars, modified production cars and rear engine cars with LSD: 8 trials specials (anything not covered by 6 or 7): O which would be us but also including anything from the other 13 classes. The main entry was made up of 74 motorcycles and 100 cars with a mix of 43 in class O. A quick look down the entry indicated that perhaps FWD was NOT the way to go (4 out of 100 in the main event) and perhaps 3 in class O.

Plan was to leave Rackheath at 6pm, drive over to Tamworth, eat, scrutineer, sign on, snooze, start time 4:28am, scheduled finish time 3:39pm, drive back to Rackheath. Leaving my drive it became clear that not only was FWD perhaps NOT the way to go but having a cammy engine with nothing below 3000rpm was not the optimum set up for a Trials car. Two stalls before we hit Norwich Road and a drastic plan was quickly hatched; rewards and penalties to focus David: one sweetie for David if he got away without stalling: one sweetie for me if he didn't: we eventually got through three packets of wine gums, one packet of chocolate éclairs, one packet of miscellaneous toffees and one packet of Haribo Sours with honours about even. Trip to Tamworth was fairly painless (although the queue in the A11 road works was entertaining consuming many sweeties), quick bite to eat and scrutineering had just started as we arrived at the start. Scrutineering was very straight forward, unfortunately one of the very few mandatory requirements was a reversing light – fortunately we had a very laid back scrutineer and David soon had him satisfied with the bulb connected directly to the battery! Signed on and in bed for 12. The event does have a timing element but it is almost idiot proof as the time card is handed in to the marshals and only handed back at the correct time. Only seven timing points: start out, Carsington Water out, breakfast in, breakfast out, afternoon tea in, afternoon

tea out and finish in.

4:28 ticked round, collected the time card from inside the services and we were off in our own time for the 45 mile run out to Carsington Water. Another sweetie fest as a cold engine made things worse, not helped by getting lost between the service station and the Motorway junction. We had our fingers crossed; the weather forecast was not favourable with heavy rain promised; as we sat at Carsington as the night was still dry. All round the route were reminders of my previous life as an occasional road rally navigator and Carsington Water was the first, start venue for the more recent Drystone Rally events (organised by Mid-Derbyshire Motor Club – unfortunately no longer running mainly due to the organisers getting fed up with the unwarranted criticism from a minority).

A little more background before the exciting stuff! The road book showed 17 Observed Sections and 2 Timed Tests, not all the Observed Sections are tackled by all the classes, we were down to have a go at Sections 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, 13 and 17 with Sections 3 and 13 for Class O only. On a Car Trial the aim is to get as far up the hill as possible scoring 0 for a clean hill. On a Classic Trial it is all or nothing BUT some sections have a RESTART box, for a section with a RESTART you have to do a Stop and Start, with one of the axles in the box, setting off when the marshal drops a flag, this not easy. The RESTART box will be located at some tricky point on the section, usually a limestone slab, this is where the real skill lies (both competitors and organisers). Competitors have to make a snap decision as to how to park and the organisers have to allow for the weather.

Section 1 – Haven Hill – 119 GS 2152 / 2151 – No RESTART

Dark and still fine but the rain was not far away. Small queue, just time for David to let me know that the last two times on this test he had failed to get off the start line! Basically a 200m farm track up a hill, starting off grassy becoming steeper and rocky. No problem. No stall on the start line (just loads of revs) and a steady drag up to the section end and onwards. Biggest problem was the two gates that had to be opened and closed at the end of the test, although it did give David an opportunity to spot that his temporary fix to the reversing light had somehow become a permanent fix and a bulb removal was scheduled for the next halt.

Not a white used on Road Rallies but a previous erased route showed a run through Bradbourne (GWL@T).

Section 2 – Cliff Quarry - 119 GS 2161 – RESTART

The rain arrived with a vengeance, very soggy for the marshals, motorcyclists and topless crews. Another small queue and a slightly longer test with some taped junctions and arrows. More steeply cambered than steeply up hill and mainly grass although the RESTART box featured a limestone rock just about where David parked his front wheels and a RESTART failure although we did roll back a few yards and were able to complete the section under our own puff. Hindsight being what it is, we should have driven through the box and left the rear wheels against the rock – we'll be OK next time. Basically that was the end of our event, one failure and no medal. But I'd forgotten a critical point, the Classic Trialists ritual, the tyre pressure lowering before the section and the tyre pressure highering afterwards, an opportunity to remove the annoying reversing light bulb.

Very much Road Rally turf, not the quarry itself but Elton Common a regular on all Derbyshire events past and present (Drystone, VK, 061, Auto Windscreens, AB Motorsport, Dansport) and remembered from my driving days in the late 90s on the Drystone as a lapped section (heaven

forbid!). The usual route was in through Oddo House Fm with the tricky slot between the buildings with a slurry pit waiting to welcome first timers, over the very fast Elton Common whites onto the rough whites at Rockhurst Fm and The Nook to finish at either Pikehall or the A515.

Section 3 – Deep Rake – 119 GS 2373 – RESTART

One for class O only and still very wet. No queue and a very steep track made up of boulders and loose rock. Got off the line OK but I'm afraid getting away from the RESTART was one for the dream factory! This was the closest we got to serious embarrassment as the attempt to get away from the RESTART had slid the car sideways across the track on a slick rain sodden sheet of limestone. Rolling back just took us into the fence, after a bit of coaching from the marshal we got straightened up and eventually drove up to the section end again under our own puff.

Test 1 – Deep Rake – 119 GS 2273

Basically a figure of 8 around a large grass triangle with a stop astride mid test and run against the clock: Not sure what part a timed test plays in the bigger picture apart from bragging rights.

Section 4 – Black Harry – 119 GS 2074 / 2174 – No RESTART

Still raining and for the first time a bit of a queue. 300m of footpath / track, very steep starting off muddy turning into loose rock into slick rock with a couple of bendy bits to keep you focused. Once we had got away from the boggy start line we had a steady run to our second clear section.

Another classic road rally section: Historically the usual route was into the quarry from the main entrance (usually through the No Entry track) down the very fast motorway wide track (watching out for the Tonka toys – 24 / 7 working) to the 'dual carriageway' and a little bit of double usage, round the north side of the lake (mostly very smooth but the occasional car sized mud hole just to keep the driver focused), HL onto the yellow, TL onto High Rake along Longstone Edge, up and along (for online readers have a look at the view from the quarry [here](#), that'll be the track you can see on the right just after the very fast uphill approach into a 45R over brow), to the Deep Rake triangle, hairy ride down Deep Rake, across the B road! and a final dash down the yellow into Baslow. Three or four years ago High Rake was black spotted due to erosion and about the same time the quarry went after a change of ownership. Recently the quarry has come back into use with access down Black Harry and at the other end the usual route is up High Rake and then then the very much not as map series of steep downhill hairpins across Peak Pasture into Calver.

Section 5 – Haydale – 119 GS 1177 / 1277 – RESTART

Good news, the rain stopped but we were faced with 300m of steep slippery rock strewn river bed, started on the bend at the bottom of the hill, all was well and with the promise of a double chocolate éclair bonus David took the RESTART in his stride, our third clear section and our first RESTART.

This section has only been used once recently, a rather controversial event organised by 061 which saw them picking up a hefty fine from the MSA and a period on the naughty step. Derbyshire whites are renowned for being a tad on the rough side and this is the only time I've heard an almost unanimous comment post event that it was too rough. The rally route ran east to west and the main problem is that the first 700m are really quite quick and smooth-ish but as it starts going downhill it turns into a river bed and just gets rougher and rougher and steeper

and steeper – not one of my more pleasant memories. It isn't the roughest white I've been down – that is reserved for one of my early Novice wrong slots with Hugh when I missed the slot right in GS 1481 on map 118 and took him down Dirtlow Rake – we laugh about it now!

Section 6 – Calton – 119 GS 1271 / 1270 – RESTART

The first real organisational hiccup, arrived at the end of a big queue and after 45 minutes of not a lot happening cars began to turn round and we were told that the section had been cancelled for Class O. Post event David discovered that cars had struggled with the RESTART and even with a roll back and a run still couldn't make it. One of the features of classic trialling is that for 90% of the sections the only one way out of the section is through the end.

Shame really as I was quite looking forward to this section. For many years the 061 finished at the Waterloo Inn (just about where we joined the queue) and Calton (aka Fivewells Fm) was a regular (usually used twice and more recently run as a timed to the second test) but always run 'downhill'. From memory it was always a challenge downhill and one that might be tricky, if not impossible, uphill in a rally car. A double shame as the route to half way also included the Chelmorton white, another regular.

Breakfast – Bull in t'Thorn PH

Mandatory 60 minute halt and another Trial experience. Without the holdup at Calton we had been in danger of arriving ahead of our scheduled time, fortunately the delay left us arriving 30 minutes late and with no makeup we were going to be at least 30 minutes late for the rest of the day. The rain was now back with a vengeance, I had been warned that breakfast would be an eye-opener as the logistics of feeding 400 eccentrics must have been a challenge for the staff. Joined the queue, buffet breakfast was fine (well it was until someone dumped a plate of scrambled eggs onto the steps leading up to the hatch) only real problem was finding somewhere to sit. Back onto the adventure at 11:12 (late breakfast obviously).

Section 7 - Incline – 119 GS 0177 / 0176 – No RESTART but A boards may be in operation

Long run from Flagg to Fernilee via Buxton. A new section in the Goyt Forest and another long delay at the start: not helped by the marshals spreading doom and gloom about conditions on the section. The section was mainly footpath and I have a feeling that the delay was simply to wait for some dog walkers to do their stuff. Quite a long section, perhaps 1000m of muddy track with several false flats to catch out the unwary. Have to say that this section probably caused us the least aggro but did spoil one or two experts day. Apparently A boards are put out if the organisers think things might be tricky as sections are scrubbed if everyone fails, the A boards are used to shorten the section and become the end of section for that class if everyone fails.

This is the section that had intrigued me when David sent me the road book. Goyt Forest is one of the few genuine forestry sections used on road rallies and is of course one of Hugh's favourite bits of 119 as it gives a couple of kilometres of very fast, but also very flat, track so where was the 'hill'? Well the 'hill' was a footpath up from Fernilee Reservoir joining the track at its midpoint. Goyt Forest and Goyt Valley provide 8km of serious rallying, one for the real ruffly tuftys. I've been down the valley several times and have yet to call the tricky kink into Derbyshire Bridge correctly. The other option out of the forest is to turn right onto map 118 through Jenkin Chapel, past Lamaload Reservoir, through Macclesfield Forest before looping back onto 119 past the Cat & Fiddle to pick up the road out of the Goyt Valley over Axe Edge Moor. In my opinion the roads down the east side of 118 are far more of a challenge than

anything on 119, Jenkin Chapel was the scene of a serious brown trouser moment a few years ago. Back in the days of 'iffy' road rally regularities Hugh and I were going well and approaching Jenkin Chapel from the south, we knew it was a dropper but didn't know where the control was located. The road goes 60R, narrow bridge, immediate HL, 200 steeply uphill, 45R, 300 HR@T – well 100m after the 45R is a brow and we crested the brow travelling reasonably rapidly (but well within the national speed limit of course!) to find the road full of a marshal, his car and our minute man parked broadside across the road. One of those just waiting for the bang moments, no idea how he managed it but when the dust settled there we were perfectly parallel parked with my side resting against the minute man and the front end in the verge - absolutely no damage - just a very nervous marshal.

Section 9 – 'New' Litton Slack – 119 GS 1673 – No RESTART

Time for the traditional wrong slot, no event would be complete without one, managed to send David into the section from the 'wrong' end – fairly catastrophic on a road event – just embarrassing on the Trial! The section was made up of a steep grassy bank (with a biggish drop to the left) and no problems.

Not a track used on road events but the trip back through Buxton did take us past the track through the golf course on Fairfield Common (GS 0774 - very rough and the usual start of the first section on the 061 onto the footpath at Daisymere Farm). The link then took us past the scene of my darkest moment, exclusion for 'allegedly' not stopping at the T junction at Monksdale House (GS 1375).

Tea & cakes – Hollinsclough

Mandatory 20 minute halt and an opportunity for a comfort break, a drink and a homemade cake.

Section 12 – Excelsior – 119 GS 1259 – RESTART

Obviously a well know section judging by the number of spectators lining the bit with the RESTART box. We were now well mixed up with the other classes sitting in the queue which gave us a good view of the crowds and other competitor's efforts. Also heard a few mumblings from an 'expert' sitting behind us about how Class O were spoiling the event for everyone else – shame really. We decided that as we had little chance of making the RESTART we decided to just drive the hill – which we did much to the amazement of the 'expert' behind. Timely reminder that David was having serious problems just moving the car along as the queue moved, the sweeties took a serious hit here!

Back into classic road rally country: I have a vague recollection of one event running down Excelsior but the 'Hartington whites' are used on the majority of Derbyshire events. Usually HL onto the white at the Hall, very fast to the tricky to spot staggered crossroads left then very rough and narrow down to the yellow.

Section 13 – Moneystones – 119 GS 1561 – RESTART

Another section for class O only: very straight forward, quite rocky but not too steep with a fairly easy RESTART. I don't think anyone who made it this far had any problems here.

Another track that features in almost every Derbyshire event and to be honest I never realised it had a gradient; it all looks so different in the daylight. The area around Middleton Common is home to a couple of famous sections, the maze of junctions forming the Youlgrave Triangles (favourite phot spot), the very quick white from Middleton through Kenslow Farm (with the very

tricky to spot exit from the yard) onto the seriously rough and lengthy white across the Common to join the Moneystones white after crossing the A515.

Section 17 – Dudwood 3 – 119 GS 2261 – RESTART and A boards may be in operation

Another section for class O only: We had had a long day and with the opportunity of winning a medal gone after our first failed section and with the prospect of a 4 hour drive back to Norfolk we made the decision to cut to the finish rather than make the extended loop via the final test. David assured me that it was fairly straight forward but quite rough.

Test 2 – Dudwood – 119 GS 2261

Another section we gave a miss.

Finish – Bull in t'Thorn PH

With our little cut we arrived at the finish just about at our scheduled time of 4pm. Time for a quick sherbet while David made the car suitable for the trip home, mainly restoring the tyres to a suitable pressure. By now it was a beautiful sunny afternoon and Derbyshire looked very scenic. The return trip was fairly uneventful although we did have to stop for petrol and to restock the sweetie supplies.

We arrived back in Rackheath at 9pm, just the 27 hours after leaving. A very enjoyable experience: something new but also a trip down memory lane. Well done to any readers who have made it this far. If you want some more there is also an article 'borrowed' from Michael Leete' an experienced Trialist and the only Class O winner of a BH Tin Medal – he also won a Tri-O award which I think is awarded to drivers who clean all three of the Classic Trials – Exeter, Lands End and Edinburgh.



2014 Edinburgh Trial



Cliff Quarry – Class O



Cliff Quarry – Class O



Cliff Quarry – Class O



- Cliff Quarry - Class O



Excelsior – Class 8



Excelsior – Class O



Excelsior – Class O



Excelsior – Class O



Excelsior – Class O

Interesting Edinburgh

Golds hard to come by on surprisingly competitive Edinburgh.

With most of the events signature sections gone the organisers were saved by the weather on this year's Edinburgh Trial. Several months of dry weather ended with a deluge on the early hours of Saturday morning, enlivening the conditions and making Calton and Excelsior particularly competitive.



Dave Cooks wonderfully atmospheric picture of Julian Lack rounding the tight corner leading to the deviation for the higher classes on Cliff Quarry (Picture by Dave Cook)

Starting out from the soulless M42 Services the 194 starters, with surprisingly few in Classes 1 and 2, diverted along the route amendment up the A38 to the outskirts of Derby before entering Ashbourne on the A52 instead of the usual A515. This confused some of the navigators as they didn't pick the correct place to re-enter the original route card.

Carsington Water

Robin Barlow was in charge here with a radio link to the first section. With ample parking he was able to despatch competitors according to the number queuing on the road before the access track.

Haven Hill

Veteran Reg Taylor was on the start line on the first section. He managed to remain dry for main trial competitors but had to don his wet weather gear as the Class 0 competitors appeared. With no restart this year and a bone dry section everyone went clear.

Cliff Quarry



Kevin and Sam Lindsay about to tackle the higher class deviation. They were to retire shortly afterwards with fuel feed problems. (Picture by Dave Cook)



Lee Sample and Matt Robson had clutch issues on the restart. It was fixed with a bit of adjustment and they went on to finish the event. (Picture by Dave Cook)

It was still dark when the first competitors arrived at Cliff Quarry and later numbers had to cope with the rain that started to fall around 6am. Everyone had to do a restart with the higher classes having to deviate around a tricky corner which was particularly Marlin unfriendly, seven of them failing, including father and son Tony and Hal Branson. Most of the non-deviators in the main trial went clean but the experienced Greg Warren was a notable exception.

The restart area wasn't very muddy, despite the rain, but it still took numerous class 0 scalps including the two French competitors who produced a very nice Video of their adventure.

Going back to Marlin's. Kevin Lindsay was having fuel problems with MGB engined car. He couldn't fix them and had to retire.

Deep Rake (Class 0 only)

Dawn had broken for competitors in Class 0 when they arrived at Deep Rake where Ford Pop stalwarts Nigel Hilling and David Child were in charge of a compact section, with a restart on some loose stones.

This proved challenging for the less experienced and around a third couldn't get away. These included Lee Sample who found the clutch wouldn't bite properly on his Rickman Ranger, which has had a new engine since the Lands End. He adjusted it after the hill and it didn't give any more trouble. The trial was notable for the number of restarts for Class 0, with no less than seven on the schedule.

Deep Rake Observed Test

This followed the familiar route although there was no water splash this year. Not just because of the dry summer but also because the hole had been filled in. There was a delay towards the end of the trial as a local claiming to be the Land Owner arrived saying the club didn't have his permission to use the land. Fortunately the MCC officials sorted the situation to allow the trial to continue but it remains to be seen if there are any repercussions.

There were very few penalties on the test but they included the two French competitors, maybe they hadn't yet come to terms with an MCC route card!

Black Harry

Still within the Deep Rake Quarry complex Black Harry had Trojan stalwarts John Wilton and Steve Potter in charge. They didn't trouble the MCC results team and this was the second section on of the trial without any failures.

Haydale

Triple Editor Celia Walton was in charge here and had needed her wet weather gear as she had caught the worst of the rain during the sections opening hours. Everyone had to restart but outside of Class 0 there were few penalties.

Calton



A rainy view in the long queue for Calton where the restart was problematical for many.

With the rain and a restart for everyone competitors knew this was going to be one of the events significant challenges. The deep ruts on the upper reaches have long gone but there is something special about getting away on polished limestone in

the wet!

Nobody in Classes 1 or 2 got away from the restart. The Suzuki's in Class 5 didn't fare well. Neither did many Marlins or Lieges or in Class 7. These included Julian Lack who had only put his engine back in the car just before the event but had the distributor module come loose just as he was trying to pull away. Unfortunately many of the failures had problems backing up for a second try and a long queue built up. When it was getting close to getting back to the main road the Chief Official decided to cancel the hill for Class 0 who went straight to breakfast at the Bull & Thorn.

Incline (Classes 0 to 5 only)



James Turner waiting for his attempt at Incline in his Reliant Rebel.

The rain had eased when the field went through Buxton, out on the A5004 towards Whalley Bridge, passing the former Old Long Hill section before turning off into the Goyt Forest for a new section called Incline. It was a smoothish forest section. The gradient wasn't too severe but it kept rising and levelling out which caught out the unwary. Other than Classes 1 and 2 where nobody went clear it only caught out a few in the main trial but Steve Kingstone lost his Gold in his MG Midget. The section was a challenge for Class 0 and Nev Bowers failed his first hill here. This was the last section for Jacques Veyer in his AHS as he ran out of time and found the following sections closed when he arrived. His colleague Denis Sautery had retired his BMW with a holed tank at breakfast.

Corkscrew (Classes 6,7 and 8 only)

Dave Cook had a long walk to Corkscrew where he captured Simon and Bekki Eddy going clean on their way to a Gold and Class D win.

The higher classes tackled the former Jenkins Chapel, reintroduced after many years. Competitors either loved or hated this narrow rocky track but most were appreciative of the section after losing so many of the other traditional hills. Alan Spencer was the only class 8 to stop but the section took its toll in 7 and 8 including Matt Facey who had entered his BMW saloon in Class 7 for more of a challenge!

"New" Litton Slack

Competitors could only take sad glances to the left at the "real" section as they tackled the gentle grassy slope of the former escape road which had plenty of grip despite the earlier rain.

Putwell (not for Class 0)

There were the usual two sections. Putwell A was rough again, but there was no restart. Higher up the track came the resurfaced Putwell B with a restart for 6,7 and 8. The section didn't have much impact on the results this year although Mike Pearson had to retire when his Dellows alternator failed. The message went back down the section to those waiting and Emma Wall kindly donated her spare so Mike could get to his hotel in Buxton for the evening.

Rakes Head (not for Class 0)

This little section was just up the road from the tea and cake stop at Hollinsclough Village Hall. Classes 6,7 and 8 had to restart. This proved challenging for 6 and 7 but those challenging for premier awards all went clear.

Excelsior



Ian Facey didn't need the considerable ground clearance of his BMW Z3 to clean Excelsior on his way to a Triple (Picture by Dave Cook)



Dick Bot puts the power down as he pulls away from the Excelsior restart to joint Ian Facey, Stuart Roach, Emma Wall and Hans Viertel in the 2014 Triple Club (Picture by Dave Cook)

Everyone had to restart and with the box on a sharp corner on slippery limestone rock it was going to be a challenge. The section certainly took its toll on the score sheet especially in 5, 6 and 7. It was interesting that not only did everyone in Class 4 go clear but they all maintained their clean sheets at this stage of the trial. This was probably the most challenging section of the trial for Class 0 who had to restart like everyone else. Only three cars (Michael Leete - Beetle, Chris Adney - Morgan and Vic Lockley - Beetle) went clean, leaving Vic and Michael with the only clean sheets. Failing the restart was unfortunate for Neil Bray as it cost him a Tri0 award.

Moneystones (Class 0 only)

Exeter Trial Secretary Tim Keeling was marshalling the start and there was a stony restart to tackle further up the slope. It was dry and most avoided the holes but they still caught out Brian Osborne in his MGB and Vic Lockley who said goodbye to his Blue Hills Tin.

Clough Mine 1 (not for Class 0)

Passing the entrance to the former Clough Wood track the lower classes had a straight run but the higher classes has a restart towards the top. The non-restarters didn't have problems but getting away from the box was a problem and the 6,7 results were decimated. It also caught out some of the class eights and Russell Clarke (Troll) and Barry Redmayne in his 4 cylinder Suzuki engined Leige, which now sports SU Carburation, lost their chance of gold.

Dudwood 1 (6,7 and 8 only. No restart)

Nobody in Class Six succeeded and only Dudley Sterry in Class 7 reached the summit. It wasn't that easy in Class 8 where Simon Oates (Triumph Torum), Brian Partridge (Ridge Cannon) and Bill Moffatt (Troll) all said goodbye to Gold. Several cars in the lower classes also attempted Dudwood 1. This attracted a WR penalty, presumably meaning wrong route. This counted as a section failure and both David

Golightly (Ford Morton & Brett) and Kevin Sharp (Suzuki X90) lost their chances of Gold.

Dudwood 2 (1,2,3,4 and 5 only. No restart)

Previously a Class 0 hill this section started in the farmyard this turned into another run through the trees with the surface turning very loose before the top. This proved a bit much for most in Class 5. Aaron Homewood lost his gold here in his venerable Skoda but the three Beetles in Class 4 went clear and were clean as they went to the final observed test.

Dudwood 3 (Class 0 only)

This new section turned out to be a grassy slope which turned out to be dry with plenty of grip and everyone went clean.

Dudwood Observed Test

After a stop astride and reverse this turned into a long blast along a farm track, an enjoyable way to end the competitive part of the trial. Enjoyable that is unless you were John Arrowsmith (Class 4 Beetle) or Dave Wall (Dellow) who were penalised and lost their gold's here.

The Finish

Leaving the farm track competitors passed the Cliff Quarry section (Hill 2) on the way to the finish back at Bull I Thorn. Popular opinion was that the organisers had done a grand job to make use of the sections that were available to them. As it stands from the provisional results it looks like Car Triples will go to Dick Bolt and Emma Wall, both in Escorts. Hans Viertel (Beetle) Matt Facey BMW Z3 and Stuart Roach (HRG)

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A Cautionary Tale

As you may be aware there are several regional road rally championships running with the EMAMC (East Midlands Association of Motor Clubs) being one of the more well-known ones. In times gone by the club's Phoenix was one of the rounds. The championship is based primarily in Derbyshire (maps 110, 118 & 119) but also covers North Yorkshire, Lincolnshire and Warwickshire. For as long as I can remember it has been sponsored by AB Motorsport and made up of 8 or 9 rounds. Events come and go, recent departures being the Drystone and Oaks and last year ran with 8 rounds and I was fortunate enough to finish up 2nd o/a Navigator.

Late last year the organising team changed the rules and decided to ban 4 wheel drive cars, a rather bizarre decision as to my knowledge there was only one 4 wheel drive car running in the championship. The publication of the 2015 calendar came as a bit of a surprise as only 6 rounds were listed. Coincidentally the crew from the 4WD motor were from Matlock MC and the club had decided that they did not want their two events to be included in the championship. Unfortunately these two missing events are by far two of the most popular events in the calendar, last year they did a fair impression of the Preston with the entry filling up within days of opening. The majority of the other rounds struggle for entries running at between 20 and 30, the exception being the event run by Stockport MC which usually runs close to its 60 max.

The road rally season breaks down into two distinct chunks, Feb, Mar, Apr & May and Sep, Oct & Nov. The calendar for Sep, Oct & Nov always looked a bit dodgy with 10 events scheduled including 4 on consecutive weekends. Countdown (13th Sep / plot 'n bash) this year's Inter Association Challenge, Mercian (20th Sep / plot 'n bash), Clitheronian (27th Sep / pre-plot), Jackson Trophy (4th Oct / pre-plot), Illuminations (18th Oct / pre-plot), John Robson (25th Oct / plot 'n bash), Oaks Trophy (25th Oct / pre-plot), Dansport (15th Nov / pre-plot), Preston Regardless (29th Oct / pre-plot) a one off to celebrate the 50th anniversary of Garstang & Preston MC. That was the proposed calendar; two events actually ran (Clitheronian & Jackson Trophy) with the Dansport entry currently standing at 36 and the Preston Regardless sounding like it will be worth entering (although does seem to be struggling for entries).

The cancellation of the Mercian was the final nail in the EMAMC Championship coffin reducing it to 5 rounds with the best 4 to count. Congratulations to club member Ian Graham for finishing 4th o/a Navigator and 1st Semi. I'm sure that the championship will recover but I'm also sure that the 4WD ban didn't help. I also hope that all event organisers will take a step back and have a serious think before setting up the calendar for 2015. There is a very limited target audience and more is certainly not better.

So be careful what you wish for, because you may get more than you bargained for.

2014 Clubmans Series Championship

Key		
AAC		AMSC AutoSOLO Challenge
TRC		AMSC Targa Rally Challenge
ETC		AMSC Trials Challenge
R1	01-Jan-2014	Treasure Hunt
R2	20-Feb-2014	Table Top Rally
R3	06-Jul-2014	Regularity Taster
R4	15-Jul-2014	Production Car Autotest
R5	21-Aug-2014	Table Top Rally
R6	16-Nov-2014	Car Trial

Championship Positions after round 5 (top 20):

o/a	Driver	AAC	TRC	ETC	R1	R2	R3	R4	R5	R6	Total
1	Geoff Bateman	7	8		11	13		13			52
2	John Peterson	12		10				26			48
3	Mark Banham	4	5		15			23			47
4	Peter Riddle				10	12			13		35
	Tony Hewitt				9	5		21			
6	Rob Henchoz					18		14			32
7	Andrew Lawson				12	11			4		27
	Rob Kitchen		7					20			
	David Smalley		10					17			
10	Julian Riley				18	8					26
11	Jon Bray	5	13			7					25
12	Mark Annison							19	5		24
	Maggy Bateman				11	13					
	Sara Riley				18	6					
	David Leckie	9		4				11			
16	Ian Doble					10		10			20
17	Chloe Hewitt				9	5		5			19
18	Josh Riley					18					18
	Matthew Willgoss							18			
	Martin Newson		6		12						

Clubmans Series Round 6

Lyng Garage Trial

Sunday 16th November at Caddes Hill, Lyng NR9 5AL
Final round of the 2014 Clubmans Series Championship
Round 3 of the 2014 / 2015 AMSC Trials Challenge



Basically how far can you drive up a hill, what could be simpler?
 Come and see how the experts do it or have a go yourself
 Cheap fun day out for all the family

2014 / 2015 AMSC Trials Challenge

Round	Date	Venue	Organising Club
1	19 th October	Kensworth	FMC
2	2 nd November	Ivinghoe Aston	FMC
3	16 th November	Lyng	SCCoN
4	30 th November	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	19 th April	Ivinghoe Aston	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	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 November	Woodbridge	CMC

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

2014 / 2015 12 Car Championship

Calendar

Round	Date	Event	Organiser(s)
1	17 th October	P & H Novice	David & Katy Leckie
2	7 th November	Waveney's	Peter Riddle
3	28 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	30 th January	Jonathan's	Jonathan Stimpson
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

P & H Novice 12 Car

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
7	N	David Smalley / Matthew Smalley	-	-	1	
5	N	Rob Henchoz / Sophie Henchoz	-	7	2	1
6	N	Gordon Shipley / George Shipley	-	21	3	2
9	B	Mick Beauchamp / Gill Beauchamp	2	14	4	1
8	B	Geoff Bateman / Nick Dunkley	D N S (clutch)			
1	E	John Peterson / Ian Graham	-	-		1=
2	E	Robert Aldous / David Mann	-	-		1=
4	E	Dale Lawson / Peter Riddle	-	-		1=
3	I	Mark Annison / Brian Marquis	-	15		1

Thanks to David for organising, Pat & Henry for sponsoring and all the marshals: David & David (Boards), Alan (Scrutineering), David (Signing On), David (MTC1 & MTC11 & Results), David & Danny (NTC2), Ian & Gill (STC3 & STC10), Linda & Lorraine (STC4 & TTC9), Geoff & Nick (NTC5), Alan (STC6), Andrew (STC7), Ian, Christine & Maggy (STC8), David & Danny (Course Closer).

Well done to David & Matthew (1st o/a), Mick & Gill and Sophie (1st timers) and Geoff (had a tough night).

Miscellaneous



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 Ordnance Survey[®]			
	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	25/07/14	D2
144	Thetford & Diss, Breckland & Wymondham	07/11/12	<u>B3</u>
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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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.

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- 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/201411.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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