

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

January 2015



Thursday
15th January

Clubnight

White Horse Inn

Contact
Howard Joynt

Friday
30th January

AP Tuning
12 Car

Wending Village Hall

Contact
Jonathan Stimpson

Inside this issue	
The Latest ...	3
2015 Calendar	4
Editorial	5-7
Marshals Post	8
Anglia Motor Sport Club	9
2015 Clubmans Series	10-12
2014 / 2015 12 Car Championship	13
Preston	14-15

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

[**AP Tuning 12 Car
Regs & Entry Form**](#)

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Canada Garage Motorsport 12 Car

Friday 27th February 2015

Round 5 of the 12 Car Championship

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 15th January** for the next Natter & Noggin

Diary Dates

**Thursday 1st January
New Year Treasure Hunt**

**Thursday 1st January
Seckford Trial
Eastern Counties Motor Club
AMSC Trials
Challenge Round 5**

Wednesday 7th January
Management Meeting

Thursday 15th January
Club night at the White Horse,
Trowse

**Sunday 18th January
Harlton Trial
Cambridge Car Club
AMSC Trials
Challenge Round 6**

Friday 30th January
12 Car Round 4
AP Tuning

Friday 27th February
12 Car Round 5
Canada Garage Motorsport

Friday 13th March
12 Car
March Hare

Friday 27th March
12 Car Round 6
Lyng Garage

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.

Thursday 1st January
Seckford Trial
Eastern Counties Motor Club

Sunday 18th January
Harlton Trial
Cambridge Car Club

Sunday 18th January
MGJ Engineering
Wethersfield Stages
Chelmsford Car Club

Friday 30th January
12 Car Round 4
AP Tuning

Friday 27th February
12 Car Round 5
Canada Garage Motorsport

Friday 13th March
12 Car
March Hare

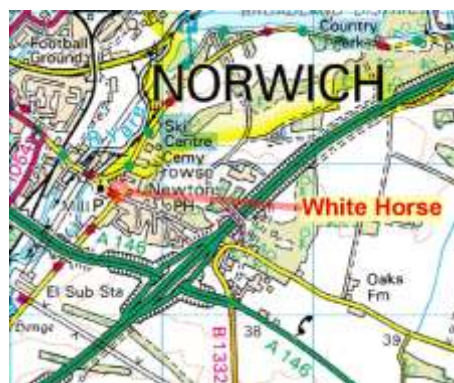
Friday 27th March
12 Car Round 6
Lyng Garage

AP Tuning 12 Car

Friday
30th January

Wending Village Hall

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



2015 Dates	Event	Champ.	Contact(s)
Thursday 1 st January	New Year Treasure Hunt	Clubmans	Julian & Sara Riley
Thursday 15 ^h January	Club night		
Friday 30 th January	12 Car	12 Car	Jonathan Stimpson
Thursday 19 th February	Club night		
Friday 27 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 13 th March	March Hare		David Bell
Thursday 19 th March	Club night		
Friday 27 th March	12 Car	12 Car	David Bell
Thursday 16 th April	Club night		
Thursday 14 th May	AGM		David Leckie
Thursday 18 th June	Club night		
Sunday 21 st June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 28 th June	AutoSOLO	Clubmans	Martin Newson
Thursday 16 th July	Club night		
Thursday 20 th August	Club night		
Sunday 6 th September	AutoSOLO	Clubmans	Martin Newson
Thursday 17 th September	Club night		
Friday 25 th September	12 Car	12 Car	
Thursday 15 th October	Club night		
Friday 23 rd October	12 Car	12 Car	
Sunday 15 th November	Car Trial	Clubmans	David Leckie
Thursday 19 th November	Club night		
Friday 27 th November	12 Car	12 Car	
Thursday 17 th December	Club night		


Welcome 2015, where did 2014 go?

I will start by saying I am sorry that I missed you all on the Buffet and Awards night last month, it would seem that I was unable to get away from Southampton as work does get in the way of the things you want to do. I hope you enjoyed the evening.

As I might have said before it looks as if we will have another busy year in 2015.

Somewhere in this newsletter you should find a list of the events we as a club should be organising during 2015, then there should be another list showing the regional events of 2015.

These are everything including Autosolos, Targas, Car Trials, Rallies etc. I hope you will be able to come along and marshal if you have not entered, we are trying to improve the marshals' comforts on each event again this year. Marshalling is good fun and very rewarding, want to know more? Just ask us and we will guide you in the right direction.





"When
Reliability
Matters"

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

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

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

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

January 1st 2015,
Day one of the New Year. The clubs first event of the year. Sara and Julian had put a lot of work into this Treasure Hunt/Scatter between Christmas and the Jan 1st start. It was great fun, a small but perfectly formed entry were given the clue forms at 10.15 and had about three and half hours to find as many as possible, needing only to answer 27 clues it was a huge challenge. Mark Banham (chairman of Kings Lynn MC) made the long journey over to face the challenge, and took the spoils of victory home (read his article elsewhere in this edition).

Somehow Mark managed to navigate his wife around to get to 26 locations and accrue some 71 points by the 1.45 finish at the White Horse. It was a really good day out; you should try and make it to next year's event.

I hope to see some of you on 18th January at Wethersfield for the first rally of 2015.

As you might know in past seasons we have competed on the BTRDA Asphalt Series, it looks as if we will be having another go at some of the rounds again this year.

BTRDA Asphalt Series 2015 (5/6 scores to count)

Tour of Epynt	Llandovery	8 th March	Manx National	Douglas	8 th / 9 th May
ALMC Stages	Trim	5 th July	Tyneside Stages	Otterburn	2 nd August
Mewla	Builth Wells	30 th August	Cheviot Keith Knox	Otterburn	4 th October

Your Chairman
Martin Newson

I thought my mind was quite strange, but below is something forwarded to me from Paul Doodson and I do not seem to have any real problems reading it !!!!!!!

Only very good minds can read this. This is weird, but interesting!

**7H15 M3554G3 53RV35 7O PR0V3 H0W 0UR M1ND5 C4N D0 4M4Z1NG 7H1NG5!
1MPR3551V3 7H1NG5! 1N 7H3 B3G1NN1NG 17 WA5 H4RD BU7 N0W, 0N 7H15 LIN3
YOUR M1ND 1S R34D1NG 17 4U70M471C4LLY W17H 0U7 3V3N 7H1NK1NG 4B0U7 17,
B3 PROUD! 0NLY C3R741N P30PL3 C4N R3AD 7H15. PL3453 F0RW4RD 1F U C4N R34D
7H15.**

If you can read this, you have a strange mind, too. Only 55 people out of 100 can.

I cdnuolt blveiee that I cluod aulacly uesdnatnrd what I was rdanieg. The phaonmneal pweor of the hmuan mnid, aoccdrnig to a rscheearch at Cmabrigde Uinervtisy, it dseno't mtaetr in what oerdr the ltteres in a word are, the olny iproamtnt tihng is that the frsit and last ltteer be in the rghit pclae. The rset can be a taotl mses and you can still raed it whotuit a pboerlm. This is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the word as a wlohe Azanmig huh? Yaeh and I awlyas tghuhot slpeling was ipmorantt! If you can raed this forwrad it

What is happening to our Driving Licence?

The UK paper counterpart driving licence is to be abolished from 8 June 2015. Here's what you need to know about the driving licence changes. From June 8 2015, the UK paper counterpart driving licence will be scrapped and no longer issued by the Driver and Vehicle Licensing Agency (DVLA). The green section of paper required mainly for hiring cars will no longer be valid and when you renew or change your address on your licence, the DVLA will only send a new photo card. It is part of a major "red tape" removal policy by Government motoring agencies with many facets moving online, saving an estimated £8 million. MyLicence - a joint venture between the DVLA and the Motor Insurers Bureau (MIB) - has been launched where drivers can check their details online.

Insurance companies will also be able to check drivers' licences using MyLicence in a move that's designed to cut down on fraud. It's hoped the move will stop drivers making false statements when taking out insurance, particularly regarding motoring convictions which could invalidate a policy. Insurers would require the licence number and permission from the holder before they could get the data, though.

So, how will the scrapping of the paper driving licence affect you? We've compiled this handy guide to answer some frequently asked questions.

Can I get rid of my paper driving licence? When DVLA stops issuing the counterpart, you should destroy yours but you still need to keep your current photo card driving licence. If you've only got a paper driving licence (that's

licences issued before 1998) you need to keep hold of it. These will remain valid and shouldn't be destroyed. From 8 June 2015, penalty points will no longer be recorded on paper licences and the information will be held on the DVLA's digital driver record. You'll be able to check this online, by phone or by post.

How will I change my Driving licence address? You'll still be able to use the counterpart driving licence to change your address with the DVLA although; you can also change your address online. If you've only got a paper driving licence, the next time you make any alterations to your address or renew it, you'll only be issued with a photo card.

How will police and the courts record

endorsements? The police can access this information electronically at the roadside via the Police National Computer so the paper licence doesn't add anything extra.

All endorsement notifications will be recorded electronically after any court proceedings and are detailed on the driver record held by DVLA.

What about hiring a car? The DVLA is developing a new digital enquiry service that will allow organisations and businesses - such as employers and car hire companies - to view information they can currently see on the driving licence counterpart.

These new services are designed for those who have a business need for real-time access to the information, and may not wish to call the DVLA or be in a position to use an intermediary. Driving licence information via these services will only be made available to those who have a right to see it, and with the knowledge of the driving licence holder.



Automotive Performance Tuning

APT began in 2004, when Gary Hayward identified a demand for a knowledgeable specialist in the tuning and maintenance of Japanese performance vehicles in the Norfolk area.

Having completed training and with several years experience working with vehicles in a main-dealer environment and more recently managing the workshop for another local specialist tuning company, Gary decided to adopt a more dedicated approach. What followed was to become not only a success in the Norfolk area, but a Nationally recognised company with customers travelling often hundreds of miles, in fact our customer base now stretches into Europe too. Our existing customers seem to appreciate our honest and informative approach, along with our 'small company' attitude.

Our facility, based just outside Norwich is equipped with the latest equipment to allow us to carry out tuning of performance cars to a very high standard and taking into account the customers budget.

We have the ability to map most of the major aftermarket management systems, including MoTeC, Apexi, Autronic, HKS and are agents for the **EcuteK** remapping system for Mitsubishi Evo vehicles.

Gary is proud to have been involved with various projects over the years, including customers such as Rosssport and Mosler Europe, for whom we have mapped several of their road and race cars.

Additionally to this, we are also equipped to carry out tuning to modern Petrol and Diesel road-cars. Healthy power gains are available by optimising the vehicles operating parameters, but more significantly, fuel economy can be improved on Turbo-Diesel applications. Please click the Evolution Chips logo on the left for more information about this great service.

Our own Mitsubishi Evo 7 has continued to evolve and has become widely regarded as one of the leading Evo vehicles in the country. It provides a useful test-bed for new innovations and can be seen at various MLR events across the country. It features an APT-built 2.3 stroked engine, Rosssport Garrett T04Z turbo, Drenth Sequential transmission and aggressive body-styling. It produces in excess of 700bhp and now also includes a NOS system. Look out for it at a trackday near you!!

Marshals Post

Upcoming club events – AP Tuning 12 Car, Canada Garage Motorsport 12 Car, March Hare 12 Car, Lyng Garage 12 Car

Other clubs:

Seckford Trial on Thursday 1st January at Seckford Hall (nr Ipswich) organised by Eastern Counties Motor Club

Harlton Trial on Sunday 18th January at Harlton (nr Cambridge) organised by Cambridge Car Club

MGJ Engineering Wethersfield Stages on Sunday 18th January at RAF Wethersfield (nr Braintree) organised by Chelmsford Car 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)

Below is a message that is doing the rounds; it should be of interest because of the reference to a petition regarding complaints received when new occupiers move in to an area and make complaints (about noise) when they should have been aware that the activity they are complaining about pre-existed before they moved.

Briefly, the petition asks that anyone moving to an area when they should be aware of an on-going activity should not be allowed to complain about it.

I believe the situation which prevails currently is that any individual can move adjacent to an existing active venue and then make a complaint (in particular, about noise) and has every likelihood of getting that activity stopped.

An active venue in Suffolk with over 20 years history (non-MSA) is threatened with closure because of just such an action. There are several notable venues across the country which are similarly threatened.

Once the process of complaining, usually to a District Council, is initiated it becomes almost impossible and extremely expensive to stop. There is a grave danger that we will lose further venues and be branded as causers of nuisance because of the prejudice of single individuals and this is unreasonable.

The petition has received over 25,000 signatures and is open to the end of March, so there is a chance sufficient numbers will be reached to get a hearing in Parliament.

We cannot afford to lose any more venues.

Looking to the future we strongly urge you to support the petition below to the Government to help protect our motorsport venues.

<https://submissions.epetitions.direct.gov.uk/petitions/72458>

Anglia Motor Sport Club



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

2015 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	26 th April	Debden	WSMC
2	28 th June	tbc	SCCoN
3	19 th July	Woodbridge	ECMC
4	6 th September	tbc	SCCoN
5	27 th September	Wethersfield	CCC
6	8 th November	Debden	WSMC

2015 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	8 th March	Sculthorpe	KLDMC
2	19 th April	Wethersfield	CMC
3	7 th June	Debden	WSMC
4	12 th July	Wethersfield	CMC
5	12 th September	Debden	WAC
6	1 st November	Woodbridge	CMC

CCC Cambridge Car Club **CMC** (Chelmsford Motor Club) **ECMC** Eastern Counties Motor Club
KLDMC (King's Lynn & District Motor Club)
SCCoN Sporting Car Club of Norfolk **WAC** (Wickford Auto Club) **WSMC** (West Suffolk Motor Club)

2015 Clubmans Series Championship

Key		
AAC		AMSC AutoSOLO Challenge
TRC		AMSC Targa Rally Challenge
ETC		AMSC Trials Challenge
R1	01-Jan-2015	Treasure Hunt
R2	28-Jun-2015	AutoSOLO
R3	06-Sep-2015	AutoSOLO
R4	15-Nov-2015	Trial

New Year Treasure Hunt & Scatter - Results	
1	Mark & family
2	Ian & Gill
3	David & Julie
4	Amy & Rob
5	Paul & Peter
6	Martin & Christine
7	Stuart & Ann

Round 1

Riley's New Year's Treasure Hunt & Scatter

Having enjoyed last year's event we decided to make the trip from Fakenham to Loddon for this year's event. We brought the family for a day out but not everybody in our party was that keen at such an early start. We arrived at the start in the Church Plain car park and paid our entry fee. This year the walking treasure hunt was able to take place so I dispatched daughter Natalie and wife Sharon off to do that while I took on the map work. The driving part of the event required us to visit up to 27 of the marked phone boxes in a 14 x 23 block of grid squares between Loddon and Norwich and get the phone number. However, there are several problems with this as not all phone boxes are shown on the map, and also not all phone boxes marked on the map exist on the ground. However, Julian & Sara had visited every marked phone box to check them out and get the phone number. However, some of the boxes don't have a phone in anymore so they had to create a question specific to each of those boxes. As several marked boxes didn't exist we were given grid references to cross those off and given extra references to put in a few extra ones not shown on the map. Make sense?? Oh yes, and collect 5 items of treasure on the way: Receipt from Reedham ferry, holly leaf, pine needle, nut cracker (!?) and some sweets (always plenty of those in the car).

As there was more navigation than on a treasure hunt I decided to navigate and Sharon drove. After I'd done all the required plotting I got out and helped the other two finish off the walking treasure hunt. I came along just right as they were struggling with "the rank of Charles Steward?" which I found on the war memorial. Once we'd cracked all the clues we set off on the driving part. As there was no set route the skill was in picking the most efficient route to visit the required locations. After getting the ones in Loddon we decided to head west as there were a lot of boxes close together. We visited Bergh Apton, Yelveton (broken phone), Howe, Shotesham (defibrillator station) and Upper Stoke, which had no phone and the clue was "..... way" which was on the map anyway as Boudicea Way. We then went to Poringland where we came across the Dobles checking out the phone box. As I went to get the number Sharon noticed they had visited four boxes. She was most pleased, as we had just done our tenth! From there we went up to Arminghall, and then picked up a box in a layby on the A146. The next box in Framlingham Pigot was like a phone box from the Jungle Book. It was covered in ivy and a lot was growing inside, but was still a working red phone box! I think it may be lacking in maintenance. From there we went up to Brammerton and on to Surlingham, where we found our box and an unmarked box by chance, so put it down.(it didn't count though) Then we went back to Hellington Corner and Thurton for 2 more before heading north to the Beauchamp Arms at Claxton where they have a phone box, although we didn't bother to go all the way down the track. We continued down the yellow that followed the course of the river Yare to Hardley. This box had been nicely decorated inside by the locals in a Christmas theme. This was our last box south of the Yare.

The entry to the event had included a crossing on the Reedham Ferry to get north of the river. This is the first time I had been across in a car, having only been across on a bike on the "Tour de Broads" ride, so this was a different experience for all of us in the car as it seemed to drift down the river, then get pulled back by the chains. There was a phone box straight off the ferry so we'd now visited 21 boxes. We then rushed straight up to Wickhampton and Halvergate for 2 more. Across to Beighton, then up to Damgate, nr Acle. I then realised I had messed up the timing. I read something in the instructions about being back for 2.30, but suddenly realised this wasn't the allowed 3½ hours from the 10.15 start, which was 1.45, at Trowse White Horse. I realised this at 1.30, in Acle! We got on the A47 and headed back to Norwich at a brisk pace. On the way we managed to spot a sign in a layby where a phone box had been removed, so that was another one counted. Time was really getting away now and as we got all the reds lights into the city I thought we might miss the deadline. And with points deducted for each minute late this didn't look good. But as we were just 100 yards from the pub it clicked over to 1.45, so we got in on our minute. Phew!

We'd got 4 bits of treasure, missing out on the nutcracker. Although I was looking out for dead squirrels on the road!

After a nice bowl of warming soup the results were declared. And to our surprise we were winners. I think there 7 teams so that was a surprising result. And apparently we won by quite a bit. I think what helped was the start, where I plotted while others looked for the walking answers. I'm not normally a navigator, but this felt quite natural to me. I'd think differently if I was navigating on a proper rally! The full results should be elsewhere in Spotlight I'm sure. Thanks to the Riley's for organising this, we had a great day.

Banhams

Rileys' New Year Treasure Hunt and Scatter

This year Julian and Sara organised the annual New Year's Day event and what a grand day it was. They had even managed to arrange for all the competitors to travel across the Reedham Ferry which added a spot of glamour to the proceedings.

Seven crews started the day's activities with a walking hunt around Church Plain car park and adjacent churchyard in Loddon looking for the answers to 17 questions, some fairly easy and as usual some a little more tricky. With three and half hours to do this and then find 27 telephone boxes in an area 23kms by 14kms there was no time for hanging around.

What on the face of it seemed a relatively easy way of creating a Scatter event turned out to be anything but for our intrepid Organisers, as they soon realised some of the boxes were not there and others were not marked on the map, entailing some additional navigational information, and to add further complication many of them did not have any telephones in them anyway.

Scatter events are really good fun and should not cause any PR problems as there is no defined route to take, but with the inevitable time limit to get to the finish they do have the potential to turn into a bit of a blast towards the end and Julian was trying to stress to all at the beginning that it may be too difficult to visit all the potential clues within the time available. With the complication of the River Yare passing through the middle of the chosen area it made choosing your route quite a challenge even though obtaining a receipt for your ferry crossing was one of the pieces of treasure to be found along the way.

Mark Banham and his family were worthy winners managing to find all the treasure pieces, answering all the clues correctly in Loddon, and visiting 25 of the 27 telephone boxes, scoring 71 out of a maximum 76 points, well done.

Some of the older K6 traditional telephone boxes which first appeared in the 1935 during the reign of King George V were in a very sorry state. One in particular in GS2703 is worth a visit as it looks like it is left over from "The Day of the Triffids" or was part of an "Indiana Jones" movie set with ivy growing inside and around the semi-destroyed telephony equipment – very eerie indeed. One had Christmas decorations inside, several were used as community libraries and/or information hubs, while one was even equipped with a defibrillator.

So all in all a very pleasant day out, straight forward navigation, good roads and variety of clues, the weather was kind to us while the soup and roll at the finish was the cherry on the top. Well done and a big "THANK YOU" to Julian and Sara.

The Paso-Dobles.

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	Peter Riddle
3	28 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	30 th January	AP Tuning	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

March Hare 12 Car13th March 2015

6 crews from SCCoN v 6 crews from KLDMC

A game of two halves, first half north of the Yare, second half south of the Yare

80+ miles on Map 134

If you would like to represent the club please contact team captain
Andrew Lawson

If you would like to marshal please contact
David Bell

(Volunteers preferred, don't be shy, with 9 marshalling crews, course opener
and course closer required there is plenty to go round)

Preston

The Preston 2014

Another year, another Preston. After the fantastic second place of last year, and the 4th and 6th in the previous 2 years Jonathan Stimpson and myself were looking for the big one, but in fairness didn't hold out a lot of hope as this was my 13th Preston and

having finished all 12 of the previous ones I thought it might be unlucky 13. But were seeded no.7 out of 58, so luck was on my side already. I had spent a bit of time in the previous week fettling the car, with a new back box, new brake calliper, fitting the spotlamp washers and generally making sure everything was tickety-boo. Scrutineering went well, so at 22.07 off we went. Most of the sections are nothing more than farm tracks and the first section was just that, but with a blast round a stubble field at the start. It went well apart from hitting a big bump on one of the



corners and getting on to 2 wheels (the photo doesn't show the true angle!) I also destroyed the drivers mirror on a post. (fortunately I bought a pair of red mirrors a few years ago after knocking the navigators off, so I have a spare) We had gained a bit of an exhaust blow already but it wasn't too serious at the moment. 5th quickest and 8 seconds off fastest. The next wasn't quite as good, as half way we had a tremendous vibration. It seemed to be ok at the end of the section so I can only put it down to some mud in the wheels. A minute and six seconds were dropped here, but still sixth quickest.

The next few passed without incident but a while later we slide sideways into a very stout hedge after failing to negotiate a 90 left on a slippery grass track. This dented all

puncture. It obviously hadn't cost us any time, so lady luck was with us. I tightened up the exhaust joint that was blowing but also noticed the middle box had a big dent in it and hole but wasn't blowing too much. At this point we were third according to the online results, so everything was going according to plan.

Onto the middle third of the event. The next section took in more muddy farm tracks and Methwold airfield. Needless to say it was very fast and we, along with 17 others, cleaned it. Even with an overshoot. The next few sections took us on to some forest roads north of Weeting and Methwold. These varied from grass track to smooth gravel and were really nice, although we did have a minor off into another bush and couldn't get it into reverse. We dropped a



total of 1:12 to the fastest times on the first 2 but cleaned the third one. The exhaust was taking a bit of a bashing here and the blow was getting worse. I thought I might be able to tighten it up again at petrol so carried on. On the Preston they like you to try not to make too much noise, so broken exhausts are frowned on a bit, and they would rather you didn't continue. Back in 2004 I'd been in the lead for a while when I got an exhaust blow, so dropped a few sections and limped to the finish. I was then told that it wasn't too bad and should have carried on. So with that in mind I was going to carry on this year until told otherwise.

As we were waiting for our time at a control the temperature got very high. I noticed the fan wasn't running. I got out and poked the fan and it started. I thought nothing of it. But when we got to the end of the section the engine was very hot and was boiling furiously. Again, the fan wasn't running, and on this section that had a lot of passage checks to stop for the engine wasn't getting a chance to cool down. A bit of time was lost while Jonathan & I tried to hot-wire (no pun intended) the fan to see if it was something else causing it not to run but the fan motor was dead. We let the engine cool down and topped it up with water, some from a muddy puddle! The temperature seemed ok on the link to the next section but got a bit hot again during the timed bit so we eased off a bit to cool it down. We were able to scrounge a large bottle of water off Tony Hewitt and his marshalling team. Thanks Tony. It was up and down like this for the next two sections, including the fabulous Croxton forest, where we dropped a minute. It was then on to the next petrol halt. Here I had time to tighten the exhaust (which was still blowing) and flush some fresh water through the cooling system. According to the results we were down to fifth place, nearly 4 minutes behind the leader.



On the road link to the next section the temperature seemed to be absolutely fine, so we decided to go for it again and try and claw a bit of time back. Round the Euston Estate section we tried fairly hard but were 24 seconds off the top crews who cleaned it. The temperature was remaining fairly stable so we thought we'd be ok. On the link sections we let the car cool right down and then stopped it each time we moved up the queue to the time control and then started the car about 10 seconds before our due time. The next section, Foxpin, we were just 2 seconds off cleaning it. We were now running in third place so things were looking up. The next section, Ingham, was a long test on farm tracks and fields, with lots of wet holes,

bumps and mud. (see picture!) We went reasonably well and we were fourth quickest. The next section, Dukes Ride, a mixture of rough tracks and woodland tracks, we were just 7 seconds off cleaning the section, even though we did get held up a bit. There was some bad news here though, but maybe not for us, as leader Ian Ainsworth went a bit wide on a corner and got beached. He dropped 25 minutes getting free and dropped to 18th. That must have been absolutely gutting. But for us we were now up to second, with 2 sections to go. We were just a minute and 22 seconds off leader Jamie Turner, so anything was possible. We tried really hard on the penultimate section and thought we had done really well as we cleaned it, but so had 17 other crews. That left the last section, a long section that was Elveden forest, some nice gravel roads as well as some rough grass tracks. Some people back off this close to the finish, but not me. We went for it big time, trying a bit too hard at times though, sliding sideways into and through some of the PC's. Oops! Anyway, we dropped 2 minutes 28 seconds, but that was the least time of anybody, and more crucially were 1 minute 3 seconds quicker than the leader.

We arrived at the finish unaware of any of the timings since the petrol halt, so to finish second was a great surprise. But to finish second by just 19 seconds made us realise how close we had come to winning and that the overheating issues cost us the win. It's all ifs and buts in rallying isn't it? This is closest win for anybody on the Preston from the past results I could find. Maybe next year it will all happen. The car didn't escape unscathed though, there is a list of things to fix and sort: mirror, indicator, radiator fan, dented front wing, door and rear wing, front downpipe, middle exhaust box, tank guard, map light, 2 punctures (a second occurred at the finish) and probably a suspension rebuild. But you don't go into the Preston hoping to do well and expect to come away unscathed. That's the choice I've made, but I have finished all 13 Prestons I've entered so I must be doing something right. Well done to Jamie Turner and Georgina Clark on taking their first win. Thanks to all the marshals who turned out and to Jonathan for doing a cracking job navigating again. Same time next year?

Mark Banham & Jonathan Stimpson