

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

November 2010

2010 Summer Series Championship



1st o/a Rob



2nd o/a Jonathan



3rd o/a Trevor

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Included with this edition:**Summer Series 2010**

Thanks to everyone who participated

Marshals Competitors Organisers Supporters

The Latest...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **Ugly Bug Inn** at Colton

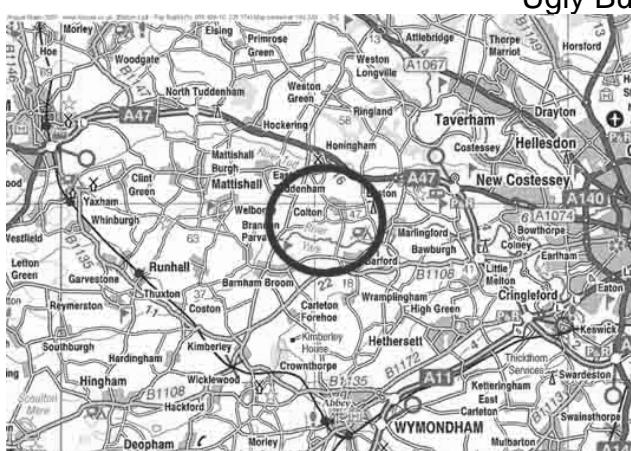
Please join us there on **Thursday 18th November** for the next Natter & Noggin – **WRC COMES TO COLTON**

Plandescil 12 Car

Friday 26th November

Round 3 of the 2010 / 2011 12 Car Championship

Hingham Sports Centre



Diary Dates

Thursday 18th November
Club night at the Ugly Bug Inn, Colton
WRC COMES TO COLTON

Friday 26th November
12 Car Round 3
Plandescil

Wednesday 1st December
Management Meeting at the Ugly Bug Inn, Colton

Thursday 16th December
Club night at the Ugly Bug Inn, Colton

Free Christmas Buffet & Quiz

Wednesday 5th January
Management Meeting at the Ugly Bug Inn, Colton

Thursday 20th January
Club night at the Ugly Bug Inn, Colton

Friday 28th January
12 Car Round 4

Friday 25th February
12 Car Round 5
Your Ideal Shop

Friday 25th March
12 Car Round 6
Lyng Garage

Marshalling

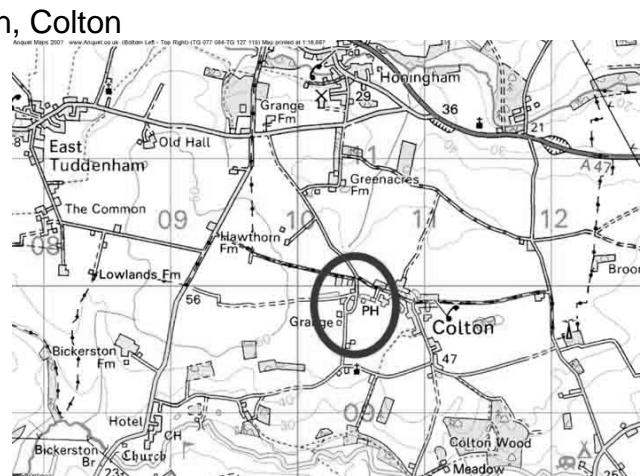
Marshal Points:
Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Lynne Wellbelove or Dave Bell.

Friday 26th November
12 Car Round 3 - Plandescil

Saturday 4th December &
Sunday 5th December
Rockingham Stages –
Rockingham

Saturday 4th December &
Sunday 5th December
Preston Road Rally –
Elvedon

Sunday 30th January
TRS Brands Hatch Stages –
Brands Hatch



Editorial Chair

Chairman's Report November 2010

Here is the news at 10 ish

2011---

We will not be running our Spring Stages Rally in April as we have no one to manage the event, but it will be back bigger and stronger in 2012. We have a manager lined up for the job and we are talking to venue owners to develop the event for the 2012 return.

As it is our Diamond Jubilee next year we will be running a number of special events.

April 17th Classic Car Scatter Starting in Norwich using Broads Authority sites

May 1st A collection of cars and light airplanes will be meeting at Kimberly Hall---details to follow.

June 18th & 19th Classic Car Run--Could be over two days with a reception in the evening --- more details to follow.

We are also going to do a charity car push 60 miles, 24 hours to raise at least £6000. (If we need a light weight car can we borrow yours?) More details to follow. Please let me know what you think of our plans.

October and November have been and were going to be very busy weekends, I managed to double book us on number of occasions but with some of our activities being cancelled did ease the pressure of being in two places at the same time.

Sunday 17th October - Rover Centre Gymkhana Five of us made the trip down to the Woodbridge venue (for Christine and I it is local to us about the same distance as the Ugly Bug from our house).

The team was Dave Bell, Howard Joynt, Christine Newson, Suzanne Newson and me Martin.

It was good to see a couple of crews from our club out playing, these were John Peterson with Rob Cook sitting beside him and Rob and Emma Henchoz (Emma being a little concerned about being car sick, the pills seemed to work).

Rob and Emma acquitted themselves very well coming home fifteenth overall and first in class, but John Peterson and Rob Cook ending a frustrating day with ignition failure in the buddleia. The fault being tracked down in a few minutes when the car was home in the garage.

Sunday 24th October – Lyng PCT.

With 19 drivers braving the cold and rain we had the best turn out for a PCT in years. With Lynne Wellbelove and Christine Newson signing every one on at the start for David Leckie and doing an excellent job keeping all the entries and marshals fed and watered throughout the day. The rain decided to come down after the BBQ but didn't seem to dampen anyone's spirit.

We had three hills running at the same time. The morning session started with each car having to each test three times and all scores to count. Most of the competitors set off in various directions to which hill they fancied having a go at, meanwhile at base camp was Peter Riddle looking for a passenger as they was only Lynne and myself there, I offered my services to passenger for Peter.

This was the first time I have sat in the passenger seat on a PCT for a very long time. We approached

Martin Newson

our first hill with Peter watching the others and then it was our turn. Got off the line and on the first hill we managed to get to number 2 and proceeded to the second hill which was down a dip and round some trees, on this test we did ok around the mark of a 6 or a 7. We then went onto the third hill where again we got a 6 or a 7 (I can't remember). We continued on round over the hills to get back to the first hill again to do our second run off the loop

Third loop of the hills and then to have our lunch provided by Lynne who did a lovely BBQ and Pavolovas with a selection of cakes provided by me (Christine).

During the lunch time halt the heavens decided to open with rain, rain, and even more rain which then decided to throw in some hailstones luckily we had finished the BBQ but it was a bit of a tight squeeze with about 30 people under a small gazebo.

With dinner over it was time to go out on the tests again to resume the competition.

The hills looking the same everyone set off with high intentions to do better than the morning run scores, however we soon found out differently. Because of all the rain and hail we had over the lunchtime period virtually made it impossible for some competitors to get any grip at all off the start lines on all three hills. The gazebo meanwhile decided on its own accord to have a go at the hills as it got blown off the fence trying to have more luck than some of the competitors who couldn't get any traction / grip off the start line. David informed everyone to have ago at each hill before calling it a day.

The overall winner was Robin Howard of WSMC who took away the trophy. Results should be elsewhere in this newsletter.

Even with the rain etc a good day seemed too had by all. Well done to David for organising this event and for all the marshals standing out in the rain and the mud.

Christine Newson

Saturday 30th October. - EACS Endurance Rally

The endurance rally was based around Ipswich using the roads and tracks of Woodbridge and Bentwaters airbases. The quite small entry of 32 cars seemed to be having great fun throwing the car around the tests through the cones gates.

The regulations for these events mean that they all are built to road rally spec with a maximum 1400cc for petrol cars and 2000cc non turbo diesels. There are a small number of safety modifications which need to made to the car but it is reality easy to start at this level of motorsport. Currently the favourite car is the Rover 200, 25 or the MGZR and this can be found on ebay or Autotrader for under £500, what a bargain

Christine and I were given the finish control to record times and work out how to use the stop watch with the chip to record the time on computer at a later date. I must report a made a bit of a co-up of one entries time but he was very polite and the cuts and bruises are healing nicely now. After lunch we were given new clocks and had a go at doing a start this was much easier than the finish.

Sunday 7th November Lynn Charity Stages.

This was the earliest start to any of the last month's rallies/ events getting up at 5.15. to make sure every thing was in the car and be at Sculthorpe by just after 7.00 am.

The swift drive in the recently repaired Isuzu nearly ended in

disaster between Guist and Fakenham with the water and possibly ice putting the 2 ton car in a four wheel slide towards the bank not having time to think just kiss the world goodbye. No problem it stopped moving sideways and we continued forwards to Sculthorpe.

On arrival we were greeted by Dave Bell waiting at the gate to check any of the SCCON marshals in as not all of us had the required passes to get in. The Sccon marshalling team gathered outside signing on and we divided in to two teams on running a start control and the other on junction 17 and 18 is where Christine and I set up camp.

We did have quite an area to cover and junction changes every two stages. Our group were Phil Webb, Chris More, Peter Morris, Mike Lambert, Dave Leckie, Christine Newson and me Martin.

The start crew were Dave Bell, Howard Joyn, Peter Riddle, Adrian Simmonds, and virgins to rally timing Paul Brunton and Nick Whale

At our junction were kept very active with a good number of drivers seeming unable to go around a corner with out wiping out a number of cones; I wonder if the cones were trees would these drivers really drive like that.

We had a very good day as always very grateful to Christine for supplying us all with food and drink as required.

Kings Lynn MC kept things moving all day with only just enough time for a comfort break between stages.

Our club members took the following positions

Martin Hodgson / Matthew Hodgson 6th o/a 1st Class C

Alan Thistlewaite / Mick Klien

13th o/a 1st Class D

Steven Fuller / Mike Fuller
18th o/a 5th Class B

Barry Sawyer / Jo Annison
29th o/a 9th Class C

Clare Rix / Rob Cook
Retired Water pump belt.

Events for the couple of months up to Christmas.

November 26th The Plandescil 12 Car, starting at the Hingham Sports Centre. As I write this on November 12, 9 of the 12 places have been taken. I think that all the places will be booked by Monday, if you have the time please come out to marshal, you can then join us at the finish for some drink and food.

November 27th / 28th
MSA ASPHALT RALLY CHAMPIONSHIP AWARDS PRESENTATION & DINNER DANCE

When Peter Morris and I pick up our awards for our championship class win.

What a busy weekend the 4th and 5th December is with two rallies and a PCT.

Marshals and entries are required at the following events.

Rockingham Stages Rally.
Rockingham (race circuit) Corby,

Preston Rally, starting at Barton Mills

West Suffolk Motor Club. Car Trail.
Hall Farm, Wattisfield. IP22 1NX

One of the first events is run by Eastern Counties Motor Club on Saturday January 1st at Seckford Hall, Woodbridge.

I have run on enough now so we look forward to seeing you on some of the above events soon

Martin Newson (2010 Chairman)

WRC COMES TO COLTON

Do you think you can handle a
Four Wheel Drive WRC
over a testing Mud and Snow Special Stage?

Well come along to the November Natter and Noggin
on Thursday 18th November,
and by the kind permission of our hosts at
The Ugly Bug Inn
you can find out,
and test your skill against other SCCoN Members

Christmas Natter & Noggin

Thursday 16th December

Ugly Bug Inn

Free Buffet & Quiz

Come along and join in the fun

SPRING RALLY STAGES



NOT RUNNING IN 2011

BACK WITH A BANG IN 2012

Broads Explorer Classic Scatter

Sunday 17th April 2011

Road Rallying October Round Up

October also turned out to be a busy month - 2 Nat B events scheduled (Jackson Trophy and Illuminations with Hugh) plus two local 12 cars (Ding Dong (KLDMC) and Chairman's (SCCoN) with Alan).

Jackson Trophy – 9th / 10th October

Usually an event that we enjoy, this year was no exception but was not without its problems (all self inflicted!). Starting from Woodhead Services on the M1 (the parking tickets for everyone involved were not to everyone's taste) with the first half on 111 and the second half on 110 finishing at Hope (near Castleton)

Left MTC1 with a hand out to take us to TC18, a short run out but enough time to get enough of the route down to get us to a neutral. All went well until we drove past a code board on the first regularity. My fault really as I hadn't warned Hugh to be expecting one although they were fairly obvious.

OK, how to resolve the code board problem. Depends where you sit as to whether you class 'asking another competitor for the board' as cheating or gamesmanship. Hugh came up with a plan to sit in a neutral for ten minutes to wait for some friends to arrive – there is an old saying that 'cheats never prosper' and this was one of those nights.

With the code board problem resolved we were now running 10 minutes 'late' as we took the hand out for the only dropper of the first half. Fairly straight forward but it took us along a fast white through a golf club and just after a code board we hit a Rover eater pot hole at a fair rate of knots with absolutely no warning from the right hand seat. As we hit I was in the middle of shuffling paperwork

after the code board and had hold of nothing, we had to stop for recovery of maps, potti, pencils etc from all corners of the office. Shaken and stirred we set off and then got a taste of what was to come as we caught our minute man well before the end of the section.

Petrol and the hand out for the second half, two sheets of grid references – I hate grid references. Now the 10 minutes loss began to take effect as I hadn't finished the plotting by the time we set off requiring a 10 minute break in the first neutral to catch up which again put us 10 cars further back than we should have been.

All started off OK but after a couple of sections we were tail end Charlie in a queue of 3 cars. With the sections a series of regularities there was no opportunity to drop a minute and no chance of getting past without some serious co-operation.

We pootted along for a couple of sections until one car let us past but the leader was having none of it, even going as far as driving in the middle of the road when we eventually got to a wider yellow. Still it was our own fault so I couldn't get too excited about it, just one of those things.

Finished up 8th o/a on 8:07 with the winners on 4:12; very close for the mid top 10 positions with only 49 seconds between 4th and 8th.

The icing on the cake was the section we missed the board on was eventually scrubbed as car 6 had gone off on a rough white delaying cars 7 & 8 who had to push them out of the way.

Paul and Nick joined us on the trip in their Ka as they decided to sample this Nat B stuff. They

discovered that there is a very large gap between a 12 car and a Nat B ending up OTL at petrol after a road blockage delayed them. There next outing is on the Preston.

KLDMC 12 Car – 20th October

Out with Alan for another go at the KLDMC navigation; map 131 and some new territory with the event based just outside Spalding. For a change the navigation was reasonably straight forward with no surprises. Still managed to create my own problems as I've now developed an intense dislike of grid square enter / departs – they're fine on the kitchen table but I struggle in the car.

Started off with some map features to the south of Spalding, marking the wrong grid square for the finish ensured that we were the only crew to drop a minute on the first section – not a good start. Circular herringbone to the west of the A16 (with no clues but showing whites) and another 5 minutes. Grid square departs to Surfleet and I couldn't get it to plot, followed Adrian & Gary White for a bit and then let Mark Banham & Stephen Lloyd show us the way into the control for another 12 minutes. Junction departs heading south back towards the River Welland and an opportunity for a mega wrong slot (no excuses – just one of those things) and another 8 minutes.

Tricky one next using the A16 and then a long yellow loop through Springfields back under the A16 taking us almost back to the finish and another 2 minutes. Final section was probably the most difficult, a string of numbers which turned out to be each number being the sum of grid line digits and another 2 minutes.

Ended up with 3rd o/a which is quite good for me (mainly due to most of the other expert crews picking up fails on the penultimate section).

Illuminations – 23rd / 24th October

Second go at this event, first one two years ago ended with a blown engine on the first section and the second one ended with a blown engine before first petrol. Very spookily the RAC recovered the car on both occasions and the two recovery points were less than 500m apart. Engine failure 1 – too much water; engine failure 2 – too little oil.

The Illuminations used to be a Motoring News round and promised some of the classic Lake District fell roads. We managed Ulpha Fell, Birker Fell, Hardknott Pass and Jackson Ground before a bit of a disagreement with a grass bank signalled an early bath. Having sampled quite a few roads around the country over the last three years in my opinion Hardknott Pass and Jackson Ground are two bits of tarmac that an average of 30mph will only be achieved in your dreams!

This was the third road event organised by Morecambe this year, Lonsdale Belt (Hugh & Brian), Morecambe (Hugh & me) and the Illuminations (Hugh & me). The first two scored highly, the Illuminations didn't. We were advised not to enter the Morecambe as the club had a poor reputation, now I know why. The Illuminations is run to the London Road Book (basically 200, grid references posted out with the Finals to be plotted at your leisure and then on the night the route card is a list of numbers showing the order to visit the plots and all you have to do is join the dots). Things got off to a bad start as the wrong list of plots was posted out, I got away fairly easily as I'd only plotted 80 before I found out it

were the wrong list. One or two had plotted all of them with one very expert navigator having done his plotting in ink, unfortunately living on Jersey with little hope of sourcing replacement maps left him not a happy bunny! 200 grid references may not sound too bad but it took me six hours to plot them plus another three hours to check them.

Turned up for signing on etc to discover that there was to be no driver briefing but we were getting a 2 hour run out to join the dots. Left MTC1 and straight onto the M6, it wasn't until we were just about to leave the M6 that I discovered sheets 3 to 6 of my route card were blank, no reason to panic yet but it was a worry to discover that there were no contact numbers on the event paperwork. Pulled into Newby Bridge for supplies and Hugh spotted car 6 and after a chat discovered that none of their sheets were blank but agreed to let me borrow the missing sheets when he had finished with them. Thanks to car 6 I had all the route down before our start time but it was going to be a struggle without the paperwork as there was quite a bit of information included.

Back onto my hobby horse with another few words about timing and the use of regularity sections on road events. Car 1 started the first regularity at 11:01 (well it should have done but the driver door was being sealed with duct tape when we pulled up to take our minute running at car 7). A sheet of paper included with the signing on stuff was meant to replace the driver briefing with an explanation of control procedures, Point 1 – all start controls – time given was to be the time the card was handed to the marshal (paperwork to be done in your competitive time). Point 2 – intermediate and regularity finish control – time given passing the control board and under no circumstances were you allowed

to stop within sight of the control. All very well in theory but obviously the marshal at RSA hadn't been reading the same sheet as the cars in front all left exactly on their minute. Now I don't know whether it's just Hugh or whether all drivers suffer from the same problem but which bit of 'do not pass the control board early' and 'do not stop in sight of the control' do they not understand? We have a big digital clock set to rally time on the dashboard and although the location of the control is supposed to be secret its location is fairly obvious. No amount of screaming and gesticulating could stop Hugh steaming into the control 8 seconds early. Not really a problem, double penalty for being early but so what – unfortunately we're now into very dodgy waters and one of the main reasons why the MSA need to do something about regularities on road rallies.

Bit technical now but bear with me or skip the paragraph. Road rallies usually run to scheduled timing and one of the most important rules is that you must NEVER book into a control before your scheduled time. The penalty is 2 minutes per minute and then there will also be another penalty incurred somewhere later as you must drop time to get back onto your scheduled time. Unfortunately scheduled timing should not be used on a regularity section as they are mutually exclusive so what is the penalty for booking into a regularity control before your scheduled time? The answer is I have no idea. In this particular case the first regularity was split into 4, three intermediates and a finish and as it turned out we would have cleaned all 4 with the run from RSA to RSB designated as a neutral.

This week's teaser: what penalty would you award? (I don't know the answer) – two options – I went for the first one.

Control Sched	Act
RSA 23:07	23:07
IRCA1 23:13	23:12:52
IRCA2 23:18	23:18
IRCA3 23:23:36	23:23:36
RFA 23:27:36	23:27:36
RSB 23:36	23:36
Control Sched	Act
RSA 23:07	23:07
IRCA1 23:13	23:12:52
IRCA2 23:18	23:17
IRCA3 23:23:36	23:22:36
RFA 23:27:36	23:26:36
RSB 23:36	23:36

The one obvious solution to the problem is DO NOT BOOK IN EARLY.

Still riding, sorry! There are another four more fairly basic problems caused by running regularity sections on events where they shouldn't be. The Blue Book states fairly clearly that standard sections timed to the second cannot 1) pass through an area with more than 20 occupied dwellings within 300m radius without written permission from ALL householders AND permission from the MSA 2) join or cross any A class road unless there is a manned control at the junction or use more than 200m of A road 3) start before midnight 4) include any area where competitors are required to observe special restrictions to their driving (eg Quiets). These restrictions do NOT apply to regularity sections. For several years regularity sections have been replacing standard sections timed to the second on road events allowing organisers to get round the restrictions as well as creeping back towards the bad old days of Targa Timing.

Things appear to have been brought to a head with two very poorly organised 2009 events in the South West (both ending up before the MSA with one ending up being declared a non event) and one of this year's EMAMC Championship rounds ending up

with an MSA fine. The problem with the EMAMC event was caused by a fairly arrogant CoC, unfortunately if you stretch the rules you need to have the support of the competitors, not the case this year! The MSA proposed rule changes seem to have spread even more confusion – personally I think the Road Events section in the Blue Book should be re-organised into specific sections to cover each of the different types of event rather than the generic hodge podge of rules that exist at the moment. Then it would simply be a case of stating that regularity sections are not allowed on Road Rallies or Navigational Rallies (Road).

STOP PRESS: The November issue of MSA News seems to be accepting that the proposed changes need some clarification with this bit under the paragraph headed **Clarification for Historic Road Rallying ...** *The MSA accepts that the wording could be wrongly construed, but would like to reaffirm that it was never the intention to affect historic road rallying and endurance road rallying. ...*

Time to dismount; thanks for your patience.

The solution to last month's teaser is that the symbols represented grid square departs eg N, E, S and W with the triangles representing grass triangles – easy when you know the answer.

Chairman's 12 Car – 29th October

Second round of the clubs 2010 / 11 12 Car Championship sponsored and organised by Rob Henchoz and Martin & Christine Newson with an amazing turn out; full entry and 30 marshals (if my maths are up to scratch).

Overall a first class event and for any 12 Car organisers wondering what to do would not go far wrong

using this event as a template. 50 miles timed at a true 30 mph, same straight forward navigation for the Novices and Intermediates (simple plot & bash for a couple of sections for the Novices) and slightly harder stuff (well anything goes really) for the Experts just to keep them on their toes. Self catering at the finish worked very well, made a pleasant change to finish with a cup of tea / coffee rather than a scramble for a beer in a busy pub.

Section by section break down with the Novice navigation listed first (just to show you what you missed).

Section 1: start to Red House Fm (1764). Separated junction instructions (AR) v grid square departs. Although this version of grid square departs is not listed in the navigation guide lines in my opinion it made the expert navigation the easier option.

Section 2: to Park Fm (1869). Reversed straight line herringbone (AR) v circular herringbone (CRO), Nice long run to the first junction and a couple of clues simplified things.

Section 3: to nr Wells Corner (2771), plot & bash for the Novices. Tulips (AR) with either heads or tails v naked tulips (no heads or tails) (AR). Another long run to the first junction with the LWTs shown on the expert tulips but the novice LWTs given as grid references. The final LWT located within sight of the control to entertain the marshals (polite reminder that it is illegal to use the handbrake on the public highway when the car is moving).

Section 4: to Yewtree Fm (2876). Every ones favourite: junction colours. Separated junctions (AR) v a continuous string of letters (AR). Both route cards contained useful information including a visit to the friendly DSO (Julian), a gentle trip through Cantham's Fm,

a caulked cattle grid and the possibility of horses. Not as bad as it could have been thanks to using several B roads and the inclusion of whites. A point that other organisers should take note of – a continuous string of B and Y junctions is almost impossible to solve but the inclusion of W roads gives you a fighting chance.

Section 5: to 'the airfield' (3179). Same navigation for everyone, however, for those with envelopes it depended on which side of the sheet surfaced first. Side 1 to PC1 with a string of spot heights and a large PTO with the map on the other side. The spot heights required a loop containing a code board that disappeared after car 2. My only problem with the airfield was that I had a bit of trouble finding the entrance relying more on the briefing than the map, entertained the marshals at PC1 anyway!

Section 6: to Red House (3679), plot & bash for the Novices. Same navigation for everyone with a continuous string of grid lines and spot heights; again helped with a reasonable run to the first junction. Included the very much not as expected junction in Chediston – had it down as a left at T and it most certainly isn't!

Section 7: to Upper Fm (4380). CRO for both, separated junction departs v a continuous string of Ns and Es (definitely not Northings and Eastings). Ground to a halt

near Spexhall (although I thought we were parked up near Spexhall Manor) flummoxed, picked up Chris and Ian and I must admit that the crossing of the A144 came as a bit of a surprise! Must also apologise to Suzanne at TC8 as I tried to blag an early minute, I was a tad confused and read the hours rather than minutes on my clock!

Section 8: to the Airstrip (4588), CRO and the same navigation for both. 5 via grid references and a triangle. In the confusion at STC8 we had taken the minute before Chris and Ian, but only just and they parked up in front of us at the first junction as Ian and I plotted. We both had the route down about the same time and I decided it would be easier to follow them to the finish, so that's the way that we arrived at STC9,

Final results showed a convincing win for John & Rob only dropping one minute over the whole route. Next were Alan & me and Chris & Ian tied on 3 minutes dropped, with 2nd o/a going to us on furthest cleanest although without Chris & Ian's assistance we would have dropped a lot more time,

Full results will appear elsewhere.

Alan and I had a steady run round; all went well until section 7 when our best efforts were scuppered by a basic rookie navigator error. This plot & bash on the move stuff is fine as long as you have worked out the navigation, unfortunately

when you've convinced yourself it's one thing when it's actually something else it all goes a bit pear shaped. I'd convinced myself that it was crossing Northings and Eastings (rather than junction departs) and even though it didn't work (from either end) a lot of time was wasted trying to get a route to fit, fortunately I didn't as, to make things worse, we weren't parked up where I thought we were! Resorted to plan B and let Chris and Ian show us the correct route. Bit embarrassed to discover that we had beaten them on furthest cleanest after Ian missed the PTO on section 5.

Beaver – 11th / 12th December

Following the demise of the Rover is there anyone out there (with a Nat B licence) willing to chauffeur a budding trainee expert navigator around East Yorkshire? It's the weekend after the Preston and I have heard a rumour that the event will be a bit different this year, evening tests on private land followed by the usual 150 mile road rally. Organised by Beverly & DMC it is usually one of the better events of the year. Anyone interested?

Regs available from 9th November with a max. entry of 50.



Marshals Post

October has also been busy on the marshalling front. As well as a couple of club events the club marshalling team has been out and about at Woodbridge and Sculthorpe.

Chelmsford Gymkhana at MOD Woodbridge; sunny day (almost tropical) with Martin, Christine, Suzanne, Howard & Percy helping

out.

EACS Endurance Road Rally at MOD Woodbridge; another sunny day (and a fine evening) with Martin, Christine & Percy helping out.

Lynn Charity Stages at Sculthorpe: damp start but not a bad day overall and a very slickly run

event. Good turnout from the club with Martin, Christine, Howard, Mike, David, Peter, Adrian, Pete, Phil, Nick, Paul, Chris & Percy helping out.

If you want to join the team please contact Martin or Howard. Next two events are Rockingham Stages and the Preston (both on the same weekend).

2010 Summer Series Championship

Round 6 Lyng Garage PCT

Results:

Car	Driver	Car	Total	o/a
11	Robin Howard	Citroen AX	37	1
8	Neil Peterson	Fiat Panda	49	2
17	David Holmes			
9	John Peterson	Fiat Panda	53	3=
7	Paul Brunton	Ford Ka		
1	Rob Kitchen	Peugeot 205	56	6
14	Alan Sampson	Ford Fiesta	59	7
10	David Leckie	Vauxhall Nova	62	8=
19	Gordon Wellbelove	Vauxhall Nova		
18	Darren Sampson	Ford Fiesta	64	10
12	Tony Burchnall	Ford Fiesta	66	11
5	Jonathan Stimpson	Mitsubishi Colt	71	12
16	Peter Riddle	Vauxhall Nova	73	13
3	Claudia Aldridge	Peugeot 205	78	14=
15	Trevor Addison	Ford Fiesta		
13	Roy Smith	Fiat Uno	80	16
6	Annie Sneath	Mitsubishi Colt	81	17
2	Rob Dominy	Peugeot 205	83	18
4	Graeme Aldridge	Vauxhall Corsa	87	19

The day started off fine but unfortunately a heavy shower at lunch reduced the field to a quagmire and most of the afternoon hills were scrubbed. Best performance of the day went to Robin Howard who was in a class of his own, with other positions a lot closer. After leading the championship all year Jonathan ended up 2nd o/a with Rob taking the spoils.

Final Championship Positions

1st o/a

Rob Kitchen

2nd o/a

Jonathan Stimpson

3rd o/a

Trevor Addison

And the stats – 6 events - 70 participants - 55 competitors – admittedly not everyone a club member but please accept a big thank you from the club for taking the time to participate.

Final Championship Positions after round 6: (top 36 only – full listing on the website)

o/a		1	2	3	4	5	6	Total
1	Rob Kitchen		12½	17	13	19½	17	79
2	Jonathan Stimpson	14	12½	19		19½	11	76
3	Trevor Addison			10	11	13	8½	42½
4	Rob Dominy		7½	15	12		5	39½
5	Graeme Aldridge			12	8	15	4	39
6	Gary White			22	16			38
7	David Leckie	11			7	5	14½	37½
8=	Gordon Wellbelove		7½	13			14½	35
	Mark Banham				19	16		
10	Adrian White			16	14			30
11	Amy Henchoz			5½	9	15		29½
12=	Dan Hilton		9		19			28
	Peter Riddle	9	9				10	
14	Garth Collier		5	7	6	8		26
15	Rob Henchoz			5½	9	9		23½
16	Alan Sampson					7	16	23
17=	Neil Peterson						22	22
	Tom Leckie	15			7			22
19	Claudia Aldridge					12	8½	20½
20=	David Holmes						19	19
	John Peterson						19	
22=	Nick Wale						18	18
	Paul Brunton						18	
24=	Chris Eglington			14				14
	Richard Nel					14		
26=	Andrew Lawson	7	6					13
	Darren Sampson						13	
28=	Ann Burchnall						12	12
	Tony Burchnall						12	
30	John Plant					11		11
31=	Bernie Fox			10				10
	Howard Joynt			10				
	Lorraine Addison			10				
	Chris Cockrell				10			
	Julian Riley					10		
	Sara Riley					10		

2010 / 2011 12 Car Championship

Regs & Entry Form for Round 4 will be included with next issue

Reminder of the rules regarding entries

Entries open 16 days before the event

Entries close 7 days before the event

Over the last couple of years the events have been very popular with one or two over-subscribed

This year entries will be allocated on a first come first served basis

To avoid disappointment please make sure that a fully completed entry form and the appropriate entry fee are delivered to the Event Entries Secretary within the timescale detailed above

Round 3 entries open on Wednesday 10th November and close on Friday 19th November

Round 4 entries open on Wednesday 12th January and close on Friday 21st January

Entries will be acknowledged by email or post

Date	Event	Venue	Maps	Organiser
<i>Friday 24th September</i>	<i>P & H Novice</i>	<i>Honing Village Hall</i>	<i>133</i>	<i>David & Katy Leckie</i>
<i>Friday 29th October</i>	<i>Chairman's</i>	<i>Wetheringsett</i>	<i>156</i>	<i>Martin & Christine Newson Rob Henchoz</i>
<i>Friday 26th November</i>	<i>Plandescil</i>	<i>Hingham Sports Centre</i>	<i>144</i>	<i>Julian & Sara Riley</i>
<i>Friday 28th January</i>	<i>tbc</i>	<i>tbc</i>	<i>tbc</i>	<i>Peter Riddle</i>
<i>Friday 25th February</i>	<i>Your Ideal Shop</i>	<i>tbc</i>	<i>tbc</i>	<i>Howard Joynt & Bernie Fox</i>
<i>Friday 25th March</i>	<i>Lyng Garage</i>	<i>Lyng</i>	<i>Tbc</i>	<i>Ian Doble & Chris More</i>

The Championship Rules are basically the same as for the 2009 / 2010 Championship and can be viewed from the website

The only significant change is the increase in entry fee

12 Car Round 2

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
10	N	John Peterson / Rob Cook	-	1	1	
1	E	Alan Shrimpton / David Bell	-	3	2	1
2	E	Chris More / Ian Doble	-	3	3	2
9	N	Graeme Aldridge / Jonathan Stimpson	-	9	4	1
3	I	Robert Aldous / David Mann	-	23	5	1
4	I	David Leckie / Katy Leckie	-	26	6	2
6	N	Paul Brunton / Nick Wale	1	2	7	2
12	B	Geoff Bateman / Maggy Bateman	1	19	8	1
7	N	Trevor Addison / Alan Sampson	2	7	9	3
8	N	Ant Liddle / Garth Collier	2	13	10	4
11	B	Adrian Simmonds / Adrian Brooks	2	18	11	2
5	I	Bernie Fox / Howard Joynt		DNF - Puncture		

Very close at the top with victory going to John / Rob with the runners up spot decided on furthest cleanest although Chris / Ian were the moral runners up. Thanks to Rob, Martin & Christine for organising and all the marshals Danny & Brian (Course Opener), Ian & Clare (MTC1 and Course Closer), Tom & ? (STC2 & Recovery), Leighten & Mattaea (STC3), Dave, Jack & Amy (STC4), Julian (DSO), Richard & Rob (STC5), John & ? (PC1), Mark & Julia (PC2), Owen & Callum (PC3), Chris & Emma (STC6), Fred & Liz (STC7), Suzanne, Mandy & Donna (STC8) and Peter, Dan & Phil (STC9).

Championship Positions after round 2 (top 11):

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	10	10					20
2	Robert Aldous	7	8					15
3	Ant Liddle	11	3					14
4	David Leckie	7	7					14
5	Trevor Addison	9	4					13
6	Paul Brunton	6	6					12
7	John Peterson		12					12
8	Jonathan Stimpson	12						12
9	Alan Shrimpton		11					11
10	Peter Riddle	8						8
11	Adrian Simmonds	4	2					6

Navigator	1	2	3	4	5	6	Total
Ian Doble	10	10					20
David Mann	7	8					15
Garth Collier	11	3					14
Katy Leckie	7	7					14
Brian Marquis	12						12
Nick Wale	6	6					12
Rob Cook		12					12
David Bell		11					11
Andrew Lawson	9						9
Dan Hilton	8						8
Adrian Brooks	4	2					6

Regis Rally

On the 9th October Jim and I headed off to West Sussex for The Regis Rally which is centred on Goodwood with tests in the park, at the race circuit and a local disused airfield. The start and finish were at the Arundel Working Museum which is about 10 miles inland from Bognor Regis. The event is organised by the current series champions and this year's leaders so I was hoping for a straightforward event that could help us pull up a place in the HRCR championship. There were to be 6 Regularities ranging from 20 minutes to an hour long with 11 tests to keep us on our toes. Jim has won this event a couple of times in the past so we are starting at #4 with Ian Crammond and Nigel Raeburn behind in their Mercedes 280SL to watch out for – no pressure then!

The rally starts at the exit of the car park with a handout of landmarks to pass along the route and instructions for depart directions at some of the junctions – horrible – I can't plot it on the map, but need to follow it so I know where we are going. The speed and times are given for each landmark so it's not a case of plot n'bash but "spot n'go". We have a minor overshoot at the 4th junction which appeared rather sooner than expected but otherwise it worked out OK – I didn't get lost, but keeping to the required speed was a tad more difficult. The ideal time and distance was given for each landmark passed, but after the first IRTC it requires you to add or subtract the amount of early/late you were to keep exact, which was just another task that my brain could not cope with at the time. I relied on Jim to drive at the correct speed most of the time along here, as there were so many changes it was easy to get lost on the instruction sheet. To give you some idea of the complexity as we

left IRTC 3 it was 15mph for 0.27miles then 20mph for 0.34ml, 25mph for 0.1mile and then – Oh here's the next Control into the entrance of Goodwood Park, and therefore not on the public highway and less than 2 miles from the last one. The results show we only dropped 4 seconds here, fantastic, although we did not know it at the time.

No rest as we are straight into the queue for Test 1 which is a mixture of tarmac and grass with some loops around cones and it goes well with no mistakes. Test 2 is a bit more complicated with a mixture of grass and tarmac again but with a tricky exit off the grass back onto tarmac between two concrete posts, one of which was heading for my door until Jim managed to spin the car around and have another go at it in the right direction! Next up is short down a concrete and gravel track through a car park – nice an easy – but requiring precision to stop and back up across a couple of lines before the stop astride.

We now have a 5 mile run to the start of Regularity 2 during which time I can plot the route; the first portion defined with spot heights, then a herringbone and finally grid lines with seven speed changes to cope with. I have about half of it plotted by the time we need to start so all seems to be OK. Along this section we catch up car #3 that has been held up by some horses and we come along just as the road clears and they disappear in a cloud of dust to make up the lost time. I have a little crisis of confidence along here when I temporarily lose my place on the map as we ascend a steepish hill and the woodland shown on the map is not there! A quiet few moments while I wait for the hoped for slot right to appear, that's good! The End of Regularity (EOR) soon appears and there is a short run to

Ian Doble

the start of #3 in a lay-by with a tulip handout covering 39 junctions and 20 miles. This goes quite well with two longish runs on a B road with two detours into lay-bys; the first one has a code board, but the second doesn't. We finish this one back near Goodwood Park and attack three more tests.

Test 4 is a repeat of T3 and we are 3 seconds quicker, while Test 5 is T1 in reverse with an additional slalom to begin with. This goes well but we clip a cone (hopefully no one sees) and then slide across the stop astride line at the end, which is noted. Test 6 is new and Jim tells me it takes in a short piece of the Goodwood Hill Climb but with a couple of stop, reverse lines and a cone slalom to negotiate and all goes well on this one too.

Now it's off to lunch which is the traditional ploughman's at a nice pub, The Gribble Inn, in Oving. We are disappointed to see some results here after the first Regularity and three tests which show us in 13th. We were aiming for a top 3 with the hope of gaining some ground in the championship, but this put the dampers on it a little especially as we thought we had been doing quite well. Never mind keep going and see what happens, there are still another five tests and three regularities to go.

The next 4 tests are traditional production car Autotest with a sea of cones set up on large concrete areas. Usually all the cones have letters, but in this case only significant ones were marked although all needed to be negotiated correctly. Test 7 wasn't too bad and we get through quickly and accurately, but Test 8 is a different matter. It is split in two by a fence with a gateway we must negotiate with yet more cones beyond and we get

disorientated after the gateway and come to a halt before we sort out that we need to negotiate a cone without a letter between two with letters. At least we do not get a wrong test and survive for a second attempt. Test 9 is a repeat of 7 and we take the same time, and Test 10 is a repeat of 8, but this time we are 13 seconds quicker not having to stop to consult the map!!

Next we have a short run to Goodwood Race Circuit to have a test in one of the car parks. Again this is a sea of cones but quite flowing and not a brain teaser and we have a good clean run through after a short wait while the Clerk of the Course makes final adjustments to cone positions.

Now it's the last three regularities – all traditional plot n'bash with a handout as we leave the start control. Regularity 4 starts with coloured junctions, then grid lines, then more coloured junctions and just as I complete the route I notice an additional black spot, but luckily I have not gone through it. There are some really good roads on this section with steep hills and through woodland and it could be deep north Wales – just not what I was expecting at all. Again this seems to go without any hitches providing the speed changes have been OK.

Regularity 5 goes off the map with a coloured map handout and then comes back on with a grid line list to follow. It's quite easy but with some speed changes around very short loops to keep us on our toes.

One IRTC catches us out a little when there is a speed change only half a mile after the control and we have not gained the time back before having to change, but a bit of guesswork here keeps us about right. The last timed control was about 3 miles before the EOR with a note to follow the plotted route that included a yellow triangle off the main "B" road. It would be easy to ignore it, but at your peril as there was a code board just before the re-join – crafty! Just one more to go now;

Regularity 6 starts very close to a map change and is defined with five map references and then a sequence of spot heights to get us to the finish. References are always a taxing group to cope with and especially combined with a map change so I am glad to get the route down and not make a slip up and wrong slot on the road. The speed changes seem to be going well also and the end is in sight. The spot heights work well and we are on the final couple of miles to the finish with me concentrating on getting the speed changes exactly right to Jim when I realise we are about to go through a spot height when the navigation had said "and no others". We are going down a

brown road and I ask Jim to stop and turnaround as we have just passed the slot left for the correct route. Needless to say he can't; as there's what looks like a police car behind us (turns out to be an ambulance) and nowhere to go. By the time we've turned around and travelled the last half mile to the last control we have lost 2 minutes – "Oh gosh how annoying" we said!!!

After an almost error free event the last loop catches us out, we can't believe it! Knowing we were 13th at lunch we thought that we would only go downhill from there so packed the car on the trailer, had our supper, and headed for home. There were some part way results up before we left showing we were in 8th, but with the last error still to be counted we thought a top 10 finish was out of the question.

Sunday morning I looked on the website to find out we were actually 6th overall and 3rd in Class, and the final cock up had not cost us too dearly. We still managed to beat the folks on our heals in the championship and we moved up to 4th so with one event to go it is still all to play for and now even 3rd is a possibility if lady luck stays with us. The last event is the Cloverleaf which is relatively local starting and finishing in the Cambridge area on October 23rd.

Ian Doble.

Ian Doble

Cloverleaf Rally

The last round of the HRCR Clubmans Championship.

This rally was based just outside Royston and covered the area south of Newmarket down to Saffron Walden. With only 26 entries it was quite poor but nevertheless it provided a nail biting finish to the Championship with 3 crews all in contention for

overall honours. In the end the driver's championship went to Martin Neal by one point from Roger Bricknell while the navigator's award went to Ryan Pickering who partners Roger, narrowly beating Mick Briggs who navigates for Martin – confused yet. The third crew contending at the top was father and son Mike and Matthew Vokes who

unfortunately had the speedo cable break on their Imp at the beginning of the day on the first Regularity, which neatly brings the story around to us the Deacon/Doble duo. We started the event 4th in the Championship and that's where we finished I'm glad to report, very satisfying.

This first Regularity was the

equivalent of one of SCCoN's 12 car rallies on its own. It was 47 miles long taking 1hr 42 minutes. We had the handout one hour before our start time and it consisted of 100 gridlines to decipher and plot onto three of the four maps we were to use during the event. Needless to say there was not a lot of time at the wet and cold start, and I did not have time to tape the bag of wine gums to the centre tunnel! We were disappointed to be dropping about 10 seconds at each of the early intermediate timing points when I was aiming for two, but despite our best efforts it was quite a struggle to get our penalties lower, which remains a bit of a mystery at the moment.

Next up were 4 tests at Wimbish a disused airfield outside Saffron Waldon. These were two long tests around a very muddy and slippery peri track which was great fun. As the tests were run twice the cars set off at 30 second intervals and we managed to catch a team in a Sunbeam Alpine. At one point we were looping a cone in parallel trying not to get in each others way and we finished at the stop astride almost side by side – very entertaining for us but a bit daunting for the marshals at the finish. The bogey for this test was 2 min 20sec and we did a 3.05 and a 3.09 which was quite respectable and on a par with the other guys with similar era cars, but we were all shown how it should be done by John Rudduck/David Taylor in their Mexico who took at least 20 seconds out of everyone. Not just on this test but all of them during the day and finally won the event very convincingly.

The Organisers thought they were being helpful by handing out the route instructions for Regularity 2 just as we departed for the start of the first Test, quite what they were expecting us to do with the info I'm not sure, except lose it! So this next section became plot n'bash with a list of seven spot heights to plot. I nearly fell foul of these like I

did recently on the Regis Rally by not "spotting" one correctly and I was just about to pass through one I shouldn't when it twigged and we slotted left to find the control just down the road – phew that was close! This was only a short section of about half an hour but by now it was time for fuel and lunch.

Everything was going reasonably smoothly with no wrong slots, but still the penalties we were accruing were slightly bigger than we had hoped, but still plenty more to come during the afternoon.

Regularity 3 started straight after lunch at the exit of the pub car park in true plot n'bash style and this was a traditional herringbone. Unfortunately it was made difficult by not having a map reference for its end and the fact it had an error with one of the "bones" being wrong. The experts all seemed to cope quite well but some of the less experienced crews really struggled and had to guess where the end was and subsequently the next four tests – a bit "naughty" by the Organisers I think. Now if finding the route was not hard enough the speeds required were being related to the road colour (red, green, orange and yellow), but in the case of yellow roads the width also. Look on your OS map key to see the difference for roads narrower or wider than 4m. This meant there were speed changes as close as 300 metres apart to contend with to make life interesting. To further complicate matters some of the Controls were placed within a few hundred metres of the next speed change so there was no hope of catching up the time lost at the Control before the next speed change was due, so this really sorted the men from the boys and I guess I would be classified as a teenager getting some of them close and others not so – very challenging. I take my hat off to Ian Crammond and Andy Gibson who achieved the minimum regularity penalties of 51 for the event while we picked up 139. They ran the car behind us

and it was a bit nerve racking when Jim would say "the Merc seems to be catching us". Andy is the Championship co-ordinator and also the guy who ran the rally teach-in that we went to at the beginning of the year, so I knew it was probably us that were late rather than them being early! Fortunately, on the tests we managed to beat them by the sizeable margin of 2 seconds which obviously helped keep us in the hunt!

Talking of which next up were three tests, each run twice at Weston Green, another peri-track with farm buildings and piles of rubbish to negotiate. Once again these were very slippery but great fun, especially the one around the farm buildings with lots of 90 lefts and rights between concrete walls. We managed to pick up a puncture at the finish of Test 9. Rather than a puncture I think we pulled the tyre off the rim with a little too much over-steer. We managed to change the wheel quite quickly between tests and the benefit of knock off wire wheels were obvious with no fiddling about with little nuts in the mud....

This brought us nicely to the last Regularity which started at the exit from the test site. As we had spent time replacing the wheel we spent a little longer stationary while I plotted the route. This time defined by coloured junctions – not my favourite, and it took some sorting out with a succession of speed changes at every third junction for the first half of the section. There were seven controls and we were pleased to keep all our penalties in single digits throughout. Again it went without a problem and with some long straight roads around Newmarket there was a chance to appreciate the obvious affluence of the land owners in this part of the country with carefully manicured hedges and verges. We were overtaken quite forcefully by a local in his Range Rover, registration # 9M, who obviously knew there were no grups to

worry about on his verges!
At least he used his 4x4 properly.

So to the finish where Tony Michael and his crew from Chelmsford soon had results published for the Competitors to query, and with the championship at stake it became quite intense at times. It was good to see Pat

Ward there as one of the Stewards, but I think he had a very quiet day with no hassle and the results were soon finalised.

Well that's it for this season. Next year's Championship kicks off with the Tour of Cheshire in March, so I can concentrate on the 12 cars

over the winter and adjust to the quicker speeds and get back into the habit of bend calling – hopefully before they appear.

Cheers
Ian

P & H Novice 12 Car

I'm still kicking myself for making a mess of the navigation from TC3. We, or should I say I, dropped 9 minutes here and there was no excuse. All I can think is that my brain went for a holiday. I opened the envelope to find a line of numbers and letters that I stared at without any recognition. Chris leans across and says try "junction numbers". Good idea it seems to work. However for some reason I was still trying to use them in the order they were written, and as I came to each one I was counting the junction from the beginning of the section. This worked fine for the first 3 junction on the list, collected two code boards along the way so that gave me a false sense of security, but I was completed lost when the next was 10TL followed by 3SO. I could not get 10 junctions between where I was and the next time control and I was taking us east rather than west towards the control – bizarre. We stopped at the A1151 and turned around and headed back to Wroxham Barns to find someone to follow. As soon as we did they stopped with hazards on, so I took the direct route to the control and picked up a 3rd code board on the correct route – dead jammy!

Well that's my confession on my cock up out the way so let's get on with the rest of the entertainment.

The first handout is compass departs from junctions and takes us around the famous triangle in Honing before heading out towards Anchor Street. I'm finding it difficult to adjust to road calling after my summer of regularities and the junctions are arriving much quicker than I expect so we have a couple of over-shoots before I get a grip of proceedings. Next up its grid lines and we're off towards the TC3 in the yellow at Beeston St Lawrence. Not much chance of me calling the road for Chris as I only manage to keep a junction or two ahead of him on the map so all is going quite sedately.

Next it's the dreaded TR TL etc. so we won't talk about that any more. Now we are at TC4 just outside Coltishall with a herringbone that takes us through St James, Great Hautbois, Little Hautbois and on to Stratton Strawless. I like herringbones so I can get underway and Chris has the bit between his teeth to get back into our place at the front of the gang. This is a longer 9 mile section which allows me to plot the route on the map and then call some road to Chris and we manage to pick up a couple of minutes.

TC5 handout is coloured junctions – not my favourite – and it takes a

Ian Doble

fair bit to sort it out but we manage to gain back another minute. Now we have a grid of 12 tulips, thankfully numbered, but an intricate route using al the roads around ex RAF Coltishall base and it keeps us both on our toes.

The last handout is the inevitable sting in the tail with 6 numbered map references – uuugh! Chris is still pumped up after our meanderings in section 3 so it's really difficult to get the map references plotted and to find a route. At one point I have to ask him to almost stop so I can plot, but we are soon underway again via a complicated little route around Worstead and Bengate to the finish back at Honing.

Well done to David, David and especially Katy for just the right balance of section length and navigation for another fine opener to the SCCON 12 car season. A big thank you as usual to all the Marshalls for coming out, and of course to Pat and Henry for sponsoring and providing a great spread at the finish.

See you on "The Chairman's"

Ian.

UTS Cheviot Keith Knox Stages Rally

STONE'S ROLLER-COASTER!....

John Stone has won the UTS Cheviot Keith Knox Stages Rally, the final round of the REIS MSA Asphalt Rally Championship, in his Skoda Fabia WRC. However, as is so often the case, there was far more to the victory than first meets the eye!

With newly-crowned Irish National Championship Co-driver Patrick Walsh reading the notes, Stone set fastest time on the opening stage of the Otterburn Ranges-based event to put himself into an early lead. However, a spin and a puncture a couple of stages later cost them enough time to allow 'local' crew Michael Glendinning/Andrew Roughead to move ahead in their Subaru Impreza.

With eleven stages in total, less one that had to be cancelled after an accident, Stone had seven to recoup the twenty-second deficit. However, Glendinning was not about to let the possibility of victory on his 'home' event slip without a fight – and that's what he put up!

Wringing the Fabia's neck, Stone was only able to pull back a few seconds at a time, to the point that, with one stage to go, he was still a second adrift of the leader. Then, over the last 14-mile stage, he was 4 seconds quicker than Glendinning and, thus, took the win by just three!

Glendinning was awarded the John Horton Motorsport Management 'Star Drive' salver for his determination and, with the promise of a full season of MSA Asphalt Championship events in 2011, a point has been made.

Having missed the last couple of

events, David Hardie/John McCulloch returned in their Subaru Impreza in an attempt to wrestle Championship Class B13 from the Mitsubishi Lancer EVO9 of erstwhile leaders Jim Sharp/Amy Mackinnon. A maximum points score was required, but any alteration in the top two also relied on something untoward happening to the Mitsubishi. 5th place overall on the Cheviot gave Hardie/McCulloch the first part of the equation but, with Sharp/Mackinnon also recording a Top Ten finish, there would ultimately be no change at the top of the class.

Having already secured Class B11, James Martin/Dylan James came up to Otterburn and, with no Championship pressures to distract them, brought their Vauxhall Astra home in 14th place to take another maximum points score. Geoff Glover/Keith Barker were next after a worrying first couple of stages when their Astra RWD's newly-rebuilt gearbox refused to select fifth. For no apparent reason, the problem resolved itself and they went on to finish just one place in front of Tim Daltry's Peugeot 205.

Craig Jose/Nigel Hewett had long since staked their claim to Class B10 but they, too, made the long journey up from Truro to contest the final round of the year. Their Peugeot 205 was pitched in amongst those contesting the Ecosse Challenge and, surrounded by crews far more familiar with Otterburn than themselves, they were only a minute behind the first one home.

The ever-cheerful Ian Copping, reunited with Dave Rowley for this event, had sorted out the clutch problems that put him out of the Patriot Stages a fortnight earlier and, apart from windscreen wipers that tended to lift when the car

exceeded a certain speed, the pair enjoyed a trouble-free run to finish where they started – seeded 32, finished 32nd!.

In the absence of Chris Daykin, Phil Bruce was upholding RAFMSA honours in his Peugeot 206, taking a class win on the event and maximum A6 points.

For an Otterburn event held in predominantly dry conditions, the retirement list was remarkably short. However, that will be of no consequence to George Mackey/Don Whyatt who were on course for a Top Five finish and a class win before their Mitsubishi Lancer EVO6's turbo failed on the penultimate stage.

Roger Donnan, who took the runner-up spot in the 2009 MSA Asphalt Championship, has not had such a successful season this time, and the Cheviot proved to be no exception! Slowed on the first and second stages, Roger and co-driver Chris Davies thought the problem was a faulty sensor which was changed at service. However, it persisted and was eventually diagnosed as the fuel pump. By now, so much time had been lost that it was pointless to continue....

Richard Clews had enlisted the help of former front-running BTRDA Asphalt Rally Series co-driver Andy Wynn to guide his Ford Fiesta round the Cheviot, but a broken driveshaft halted their progress just after lunch.

Proving to be a challenge, not only for competitors but also for the organisers, the UTS Cheviot Keith Knox Stages Rally provided a suitable end to the season.

We now look forward to 2011 and will be announcing our plans shortly.

Posted 17th October 2010

Miscellaneous



To all who have supported us during the past 12 months as we prepared our 1972 Volvo 144 to drive from London to Cape Town...

At October 26th 2010

The car was fully ready mechanically, with drycell battery, Limited Slip Diff, roof lamps, GPS & ext antenna, electronic distributor with 2 selectable advance curves (fuel quality, you know), and perfectly set up on standard height springs uprated for the expected conditions.

Some of you who follow our website may also have noticed that I did in fact manage to roll the Camel back in August at Snetterton auto test (whilst running +15mm ride height), but fortunately that didn't touch the roof (!) although it did damage all 8 side panels - my co-driving daughter was far more concerned about the car, and we did regain a little credibility when we landed back on all four wheels, restarted the engine, and banged it into reverse to complete the manoeuvre intended to get a valid time.

Then Richard took it out last Sunday on a local rough track (dubbed "Little Africa" by ourselves during the past months of testing) and pronounced that he was delighted by the improvements made.

October 27th

Now is the sorry news: you may recall that mid-year 5 French nationals were kidnapped in Northern Niger; contrary to my expectations this was not in fact a flash in the pan, but a very anti Western element gaining control. With the Foreign Office redlisting Algeria & Niger, the casevac and insurance become void in those countries and Philip Young (PY is the organiser) had no choice than to cancel the rally.

The Future

Emma & I had always intended to build the car to do exactly the route down West Africa, so the work we invested hasn't been wasted.

Emailing with PY it's clear that he has every intention of making this adventure happen as soon as a viable Western route becomes available, and he's already talking about November 2011.

That being the case Richard Atherton & I shall drop everything and be travelling South in the Camel!

Support

I must thank all those who have generously assisted us in kind, and of course all who have dug deep and given money to our two charities:

- Malaria no More: £2,613 raised
- Help for Heroes: £400 raised

Specifically the technical assistance included:

DMS Technologies (drycell battery); MotoLita (steering wheel); Albertronic (programmable distributor); Nordrive (Limited Slip Differential); Safety Devices (roll cage); Amtin (sump & steering guards); LAE (lighting & horns); Superflex (poly suspension bushes); GM Autotech (set up steering geometry); Jim Deacon (headsets)

- Details can still be found at...
 - Car specification <http://www.amazoncars.co.uk/rallylc/index.asp>
 - London - Cape Town rally <http://www.londoncapetownrally.com/>

Thank you all, hope you like the photos of the car...

Regards, Rob Henchoz & Richard Atherton

