

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2010

**Merry Christmas and a
Happy New Year to all our
Members**



**Christmas Natter & Noggin
at the Ugly Bug Inn
free buffet
Thursday Dec 16th 8pm**

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Included with this edition:

New Year Treasure Hunt & Scatter Regs & Entry Form

12 Car Round 4 Regs & Entry Form

Christine's Christmas Quiz

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Ian & Gill's New Year Treasure Hunt & Scatter
Monday 3rd January
Horseshoes Inn, Alby (nr Alysham)
Signing on from 11am – 50 mile route - £5 entry fee
(optional homemade Soup & Roll at the finish @ £3 per person)

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 16th December** for the next Natter & Noggin – **Free Christmas Buffet**

Diary Dates

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

Monday 3rd January
New Year Treasure Hunt & Scatter
Horseshoes Inn, Alby

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
Ward Construction

Friday 25th February
12 Car Round 5
Your Ideal Shop

Friday 25th March
12 Car Round 6
Lyng Garage

Sunday 17th April
Broads Explorer Classic Scatter

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 28th January
12 Car Round 4
Ward Construction

Sunday 30th January
TRS Brands Hatch Stages
Brands Hatch

Saturday 19th February
Britvic Endurance Rally
Bury St Edmunds

Friday 25th February
12 Car Round 5
Your Ideal Shop

Friday 25th March
12 Car Round 6
Lyng Garage

Ward Construction

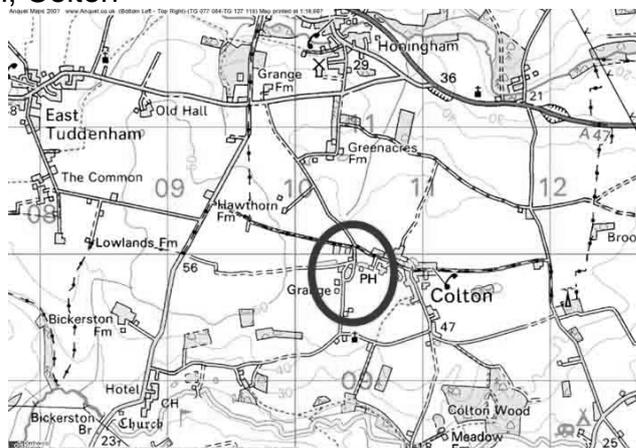
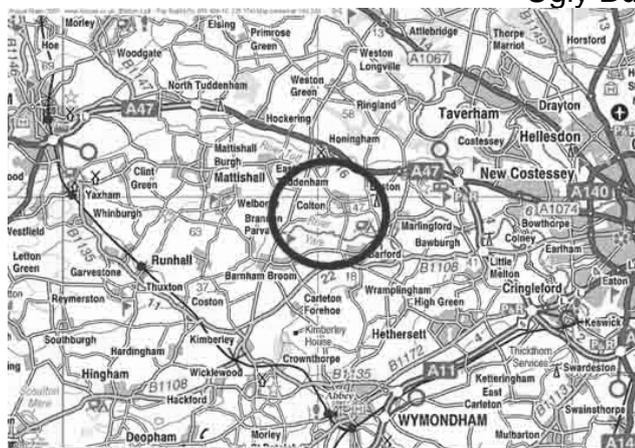
12 Car

Friday 28th January

Round 4 of the 2010 / 2011 12 Car Championship

Waveney Pumps Ltd.
Tivetshall St. Margaret

Ugly Bug Inn, Colton



Editorial Chair

Martin Newson

CHAIRMAN'S REPORT DECEMBER 2010

I am starting this December report in November, this because as chairman I seem to have taken over from Peter Skillen and I am always late for the copy dead line. So in theory if I start two weeks early I will only be a few days late.

Date line November 13th/ 14th, our first weekend off from motorsport for over a month, what are we going to do now. Weekend off so I go into work for a few hours, then surprise surprise we go to look at cars to replace the Isuzu, no joy there.

As you might have noticed we have started to put dates to the Diamond Jubilee events, for the different events we will all of your support and help with the running of each of these. It might be that we will need bodies or your cars at a venue on a specific date, but we will let you know.

November 26th. The Plandescil Consulting Engineers 12 Car.

It was always going to be a close call with the weather promising to turn nasty and throw tons of snow in the Norwich area. It was like there was a line drawn across the county and there was plenty of snow north of the A47 and just freezing cold night to the south, leaving icy patches as some soon found out after the 8pm start from the Hingham Sports Club.

With all the crews making it to the start apart from Rod Kitchen with

Rob Dominy who suffered a puncture on the way to the start and with no good spare they were sitting on the settee while we were freezing outside waiting for the first cars to leave the start at 8.00pm, and arrive at our control at 8.45. As you will read later it was very challenging night and we lost another 2 cars by our control at 5. Dave and Kate Leckie had picked up a bad misfire and Geoff and Maggie Bateman finding the ice a bit to challenging in the big Ford Granada and wheel spinning and sliding away from each control they visited. Everyone else did make it safely to the finish, with a few tales to tell (but only if you ask), and results show we had a winner, but in my opinion everyone were winners including the marshals for enduring the very cold night thank you for your help as marshals and competitors. A special thanks to the directors of Plandescil Consulting Engineers for allowing Julian and Sara the time off to sort out this exciting 12 car.

November 27th/28th, the annual trip to Sutton Coldfield for the MSA BTRDA Asphalt Championship.

To pick up our awards for first in A5 class and first in the BTRDA up to 1400cc class.

Our trip normally has us calling into the mega sized ASDA to find my suit or accessories for the night. This year was no exception, a quick scan through the George clothing and Adrian and I found a new shirt and tie combination and after approval from Christine the

purchases were made (you should have seen the amount of dust etc from Adrian's wallet).

Check in to the hotel; throw the bags on to the beds, down to the bar to meet up with the others in the team. Suddenly it is time for the shower and try on the latest in pink shirts and tie (it will brighten up the night). We meet the rest of the team in the lounge bar, as if you did not know the team is---

Driver Martin Newson and my wife Christine

Navigator Peter Morris and his wife Carol

Back up team Phil Webb and partner Les, Adrian Sayers, Julian and Sara Riley.

We would like to thank our main sponsors Plandescil Consulting Engineers and the directors Julian and Sara Riley and Simon Riley.

As I write this some of the club members are charging around the Thetford area on the Preston Night Event there might be a report about elsewhere in the mag but then again there might not as I am sitting in front of the TV keeping warm and dry.

The last thing for me to say is a very Merry Christmas and a successful new year in 2011 and I hope to see you on each of the club events next year our Diamond Jubilee.

Martin Newson.

Preston Update (early stocking filler)

After the bad weather and threatened petrol shortages all seemed to go OK although I guess the conditions varied greatly depending on where you were in the running order.

Three club crews were out marshalling; Alan, Trevor & 'Little Willie', Andrew & Brian and Dave Bell. PC in Croxton started off very slippery with snow and ice but 50 cars and a temperature well into positive numbers ended up very slippery with a couple of inches of mud replacing the snow. Finish of Dukes Ride just looked like a standard Preston section – muddy and horrible.

Preston Update (continued)

Crews of interest: Finishers; Richard Atherton / Rob Henchoz 12th o/a, Mark Banham / Stephen Lloyd 13th o/a, Geoff Goodwin / Ian Graham 22nd o/a, John Peterson / Bernie Baker 25th o/a, Rob Kitchen / Jonathan Stimpson 32nd o/a, Paul Brunton / Nick Wale 39th o/a. Retirements; Peter Skillen / Kevin Ablitt – broken strut, Clare Rix / Rob Cook – driveshaft.

61 starters 40 classified finishers.

OFF-ROAD INSURANCE SHAKE UP (An article borrowed from Classic Car Weekly)

Under a new law, owners of classic cars which are off road could face prosecution if their cars are not insured or have not had SORN declared.

The Continuous Insurance Enforcement (CIE) law, which comes into effect from January 2011, will put owners whose cars are temporarily uninsured, but still taxed, in danger of being fined up to £1000 or having their cars impounded.

CIE, which is intended to cut the number of uninsured drivers on the roads, could catch out owners who allow their taxed classic's insurance to lapse, while temporarily off the road for repairs, adding to the increasing bureaucracy of classic car ownership.

"If your car is off the road and you're not going to use it, you must declare Statutory Off Road Notification," warns Alison Donovan, the Communications Controller of the Motor Insurers' Bureau, which is running the scheme. "If SORN is not declared, your car will fall foul of the law."

Insurance broker Footman James believes that motorists who leave their insurance renewals to the last minute – which includes of 16 per cent of their customers – could be caught out by CIE.

"We realise that this ruling may be an inconvenience to many classic car owners who may need to SORN their vehicle, surrender a tax disc and then re-apply for a new one if they have taken their vehicle off the road," explains Paul Matthews, the Managing Director of Footman James. "However, if motorists ensure that they renew their insurance in good time, and SORN their vehicle each time that it is off the road or the insurance expires, then they will not be greatly affected."

Simeon Cattle of the specialist dealer Ecelctic Cars told CCW: "Traders operate within a different system. Cars in stock are subject to our blanket trader's insurance policy, but for cars on test drive, traders have to upload every car's details so as not to fall foul of police ANPR systems. This is done through a web portal of each individual insurer, dedicated to the motor trade."

In effect, traders are exempt from this CIE clause as long as they upload each car's details to their part of the MID, the Motor Insurance Database, which informs the DVLA so police ANPRs don't ping the car when seen of the road. Simeon adds: "The only issue to be clear about is cars on Sale or Return." At present these generally remain insured with the owner, meaning owners will have to ensure their cars paperwork matches up and doesn't fall foul of the law.

Rosy Pugh, Secretary of the Federation for British Historic Vehicle Clubs, say the benefits of the law make it worthwhile: "CIE offers no threat to classic owners. It's good that something is being done to get uninsured drivers off the road."

FIND OUT MORE GO TO www.direct.gov.uk/stayinsured

CIE: THE RULES

- **IF SORN HAS BEEN DECLARED ON YOUR CAR, THEN IT DOESN'T NEED TO BE INSURED, PROVIDED THAT IT IS PARKED ON PRIVATE LAND**
- **CARS WHICH ARE TAXED NEED TO BE INSURED, EVEN IF THE MOT HAS EXPIRED AND THE CAR IS OFF THE ROAD. IF A CAR IS TAXED BUT UNINSURED, SORN HAS TO BE DECLARED EVEN IF IT IS OFF THE ROAD.**
- **THE ONLY EXEMPTION IS FOR CARS WHICH ARE NOT YET ON THE TAXATION/SORN SYSTEM. THESE WILL HAVE BEEN OFF ROAD AND UNTAXED CONTINUOUSLY SINCE 31 JANUARY 1998**

Christmas Natter & Noggin

Thursday 16th December

Ugly Bug Inn

Free Buffet & Quiz

Come along and join in the fun



60th Anniversary

| Provisional 2011 Calendar | | |
|--------------------------------------|--------------------------------------|--------------------|
| Monday 3 rd January | Treasure Hunt & Scatter | Ian & Gill |
| Thursday 20 th January | Clubnight | |
| Friday 28 th January | 12 Car | Peter |
| Thursday 17 th February | Clubnight | |
| Friday 25 th February | 12 Car | Howard & Bernie |
| March | March Hare | KLDMC |
| Thursday 17 th March | Clubnight | |
| Friday 25 th March | 12 Car | Ian & Chris |
| Sunday 17 th April | Broads Explorer Classic Scatter | Howard |
| Thursday 21 st April | Clubnight | |
| Sunday 24 th April | Production Car Autotest – Brandiston | David |
| May | Special Event | Peter |
| Thursday 19 th May | AGM | |
| Thursday 26 th May | Production Car Autotest – Snetterton | Howard |
| Thursday 16 th June | Clubnight | |
| Sunday 19 th June | Midsummer Vintage & Classic Car Run | Martin & Christine |
| Thursday 23 rd June | Production Car Autotest – Tibenham | Ian & Gill |
| Sunday July | Scatter | |
| Thursday 21 st July | Clubnight | |
| Thursday 18 th August | Clubnight | |
| Sunday 21 st August | Production Car Autotest – Snetterton | Howard |
| Sunday September | Scatter | |
| Thursday 15 th September | Clubnight | |
| Friday 30 th September | 12 Car | |
| Thursday 20 th October | Clubnight | |
| Sunday 23 rd October | Production Car Trial – Lyng | David |
| Friday 28 th October | 12 Car | |
| Thursday 17 th November | Clubnight | |
| Friday 25 th November | 12 Car | |
| Thursday 15 th December | Clubnight | |
| and a little bit of 2012 – see below | | |
| Friday 27 th January | 12 Car | |
| Friday 23 rd February | 12 Car | |
| Friday 30 th March | 12 Car | |

The calendar for 2011 can be split into 5 bits:

60th Anniversary Events

2010 / 2011 12 Car Championship (last 3 rounds)

2011 Clubnights

2011 Summer Series Championship

2011 / 2012 12 Car Championship (first 3 rounds)

The calendar is still very flexible, as 2011 is the club's 60th Anniversary there is plenty of scope for anyone to come forward with suggestions for or offers to organise events. Events listed above with no name in the third column are looking for an organiser.

60th Anniversary Events

New Year Treasure Hunt & Scatter

Broads Explorer Classic Scatter

The Special Event

Midsummer Vintage & Classic Car Run

Car Push

2010 / 2011 12 Car Championship

Dates and organisers confirmed

2011 Clubnights

Has anyone got any suggestions? In my opinion I think it would be a good idea to try something different rather than usual Natter & Noggin. Dates and venues are fairly flexible although anything straying from the traditional third Thursday of the month would need to be well publicised.

2011 Summer Series Championship

I know it is called the Summer Series Championship but is there any reason why it why it should be restricted to the summer months, why not a PCT or Autotest in February or March? The PCT moved to October this year and will be there in 2011, there is no reason why events cannot run earlier in the year. A very provisional calendar has been posted with two visits to Snetterton, one to Brandiston, one to Tibenham and one to Lyng. Two Sundays have been marked down for Scatters but these are only suggestions if nothing else is proposed. The names shown above against the events are the venue contacts - not necessarily the event organisers. Have you got a new venue? Have you got a suggestion for a different type of event?

2011 / 2012 12 Car Championship

Dates confirmed but no organisers. There have been one or two tentative enquiries about organising – now is the time to put your neck on the block. Pick a date and commit yourselves, first come first served.

If you do not like the spread of events, either geographical or type, then this is a really good opportunity to do something about it. If you have any suggestions for events or would like to have a go at organising please get in touch with any of the Management Team.

There was once a great czar in Russia named Rudolph the Red. He stood looking out the windows of his palace one day while his wife, the Czarina Katerina, sat nearby knitting. He turned to her and said, "Look my dear, it has begun to rain!" Without even looking up from her knitting she replied, "It's too cold to rain. It must be sleeting." The Czar shook his head and said, "I am the Czar of all the Russians, and Rudolph the Red knows rain, dear!"

Road Rallying November Round Up

A quieter month than expected following the destruction of the grey Rover (have to colour code them as there may be another one in the pipeline for 2011). Entry withdrawn from the AB Motorsport and the planned trip to Northern Ireland for the Inter Association event canned. All that was left were the two local 12 cars (Short Shift (KLDMC) and Plandescil (SCCoN) with Alan. At least missing the AB event gave me an opportunity to marshal the Lynn Charity Stages at Sculthorpe.

KLDMC 12 Car – 3rd November

One of these days I'm convinced that I'm going to get a decent result on a KLDMC event and this was oh so nearly the one – but true to form ended up in my customary position – last expert!

Organised by Brian Cammack (good going as he is based in Oxford) starting and finishing at The Railway Inn PH in Docking and using the top half of 132. Brian's events usually use a Norfolk Grid (a 5x5 or 6x6 array of features that may appear on any of the hand outs – just another piece of paper to manage), this time it was a 5x5 which looked to have the location of 7 triangles for future reference.

Hand out 1 and seven cross road tulips (most without balls and arrows) to TC1 south of Stanhoe. No problems and we arrived at the control early – in fact well early – immediate assumption was 'what had I missed?' but we'd picked up 4 boards, just a bit of a shock!

A string of single digit numbers to TC2 north of East Rudham. Simple sum of grid line or spot height digits on the route – early again!

Battleships to TC3 west of

Syderstone (not too far from TC2 as the crow flew) and the first hiccup of night (as well as the first Norfolk Grid reference). I'm sure you're all familiar with the board game Battleships, the navigation version is to give an origin grid square (A1) and then define the route by reference to grid squares based on the origin. The hiccup was due to a time out at the first junction as my route went through TC10 (the final control given out at signing on). Decided my route was OK and that I would worry about TC10 later. The indecision cost us our first minute at TC3.

Circular herringbone to TC4 west of South Creak, Circular herringbones can be a pain or straight forward, just depends on how your licks going – perhaps tonight was to be the night as the first guess came up with the solution and another wait at TC4!

In order avoid references to TC5 east of South Creak and well into Phoenix territory. First wrong slot of the night cost us a minute at TC5 but I was still a happy bunny.

String of numbers representing spot heights and grid references and road numbers to TC6 south west of Little Walsingham and the wheels came off the wagon, The case for the defence was there was an error in the navigation with two grid references in Little Walsingham listed in the wrong order, I was struggling with this at the same time as trying to remember to look for a triangle from the Norfolk Grid. Spotted a likely candidate just as we were going into Little Walsingham and wasted about 5 minutes looking for a board. Then wasted another 10 minutes coming up with a convoluted route to fit the two vias – no boards here either and we ended up dropping 18 minutes at TC6. It had been going so well, but it was about to get even worse.

Grid squares to TC7 just a little bit further south west of Little Walsingham but taking in a southern loop through the two car killer Stiffkey fords. Coming into East Barsham we coasted to a halt – broken throttle cable – early bath – oh so close – always another day!

Fortunately Alan had a spare and while he was fixing the problem I worked through the remaining envelopes. Two vias to TC8 in the large lay by off the A148 west of Sculthorpe. Road colour junctions to TC9 west of Hempton (letters in a continuous string but in a very wrinkly friendly font with a space between each of the letters). Mathematical puzzle to TC10 (yes the reference for TC10 was correct it just required an approach along a white). The puzzle started with a spot height and then plus or minus numbers to calculate grid lines and spot heights passed through on the route.

Next time, perhaps!

Plandescil 12 Car – 26th November

Third round of the clubs 2010 / 11 12 Car Championship sponsored and organised by the Rileys with another very good turnout. Last year's event was a touch on the slippery side; in my opinion this year's was even more challenging with the combination of black ice and snow. I'm sure most crews had the odd moment or six and I think Ian & Clare (Course Closer) were entertained by one or two of the tracks in the snow.

One of the advantages I have is that I get to see other reports before writing mine so I'll start off by echoing Ian's opening paragraph. It's weird though, even though we were stood together at the briefing and discussed it - my interpretation of Julian's lateness

extension was that it would be 45 minutes at all controls, fortunately we both made it round inside the original 30 minutes so still none the wiser.

Running at car 1 always has the potential of an embarrassing wrong slot out of the start. Fortunately we were all told right out of the car park and then left into Hingham. Sitting at the start the debate was left or right at the cross roads in Hingham, I went for left – opened the navigation and it was right. Quickly sorted out the 'o' and the 'y' but then my antique peepers read 46 as 45 and I spent the next minute or so scouring the map for spot height 45. Distracted enough to mis-call the intended slot left and was quite surprised not to meet Chris & Ian as we re-traced our route, This was very reminiscent of last year's event as I missed the first slot right and ended up behind Chris & Ian.

One thing that was obvious very quickly, it was more slippery than a slippery thing on an extremely slippery day! Time for taking things steady and minimising the wrong slots, it wasn't going to be a night for cleaning the route on time! The one really good thing about slippery roads (well in the left hand seat anyway) is that it is a lot easier to plot & bash as everything happens in slow motion.

Back to the route, by now I had found the correct spot heights on the map and we slid into TC2 (Brian & Danny) a minute down (OK a minute or two dropped at each control would do me considering the conditions and on this section I'd wasted a minute with my wrong slot),

The roads around Deopham are a maze of yellows and what do you find in the second envelope? Of course a string of road colour junctions to take you through the maze – sooper dooper! Fortunately the junctions were separated by commas and Whites were

included which eased the pain somewhat. The three YYYY junctions in a row were also a help. Stopping at TC3 (Howard & Bernie) was perhaps our first moment of the night as we slid past with another 3 minutes dropped.

A string of grid lines to TC4 taking us round the bottom of Wymondham. An avoid reference required a yellow loop on the outskirts and a time out as I was struggling to pick out the grid line running through the yellow near the station. Picked up the board on the yellow but missed the one in 1199 as I'd missed the +. Not a good section and by the time we'd found Mike at TC4 another 5 minutes had gone

By now we were over near Tacolneston and the roads seemed a bit better. A long section to take us back towards Wymondham with three spot heights for starters then two Level Crossings, two bridges, two roundabouts and a bit of District Boundary to Simon & Wendy at TC5 (not too far away from TC2). The first bridge and LC were in Spooner Row and we sat for what seemed like ages at the LC waiting for a train (probably 3 or 4 minutes). From Ian's report they also got held up at the LC and from the results they were running about 8 minutes behind us, a busy line, not helped by it being a manual LC.

A circular herringbone took us to Martin & Christine at TC6. Fairly straight forward, simplified by the options being reduced as we were running close to roads already used plus a couple of spot heights and the familiar double triangles at Bush Green. Only real moment of the night on this section, approaching the T junction in 0699 at about 5mph had to resort to the handbrake, managed to stop before sliding across the GW (but not quite facing in the intended direction!). Also had a minor

problem at the triangles; drove around the first one but didn't see a board, Alan needed a bit of convincing but we went back and had another go and there it was. As we were manoeuvring we spotted another car approaching, first we'd seen since leaving the start. Another 4 minutes gone; but still within budget.

In order schematic tulips to Julian at TC7, not correctly orientated but most had balls and arrows so no real problem and the only clean section of the night. Discovered that the car catching us up was John & Rob as we pulled over to let them pass. Onto very familiar territory now and time for a small aside.

Back in February of 2004 I was organiser for the BPE 12 Car and spent a snowy afternoon putting out boards. Just as I was putting out the last board the snow turned fairly serious and the decision was taken to cancel. I then spent the evening collecting the boards and it turned out to be a good decision as 75% of the boards were unreadable as they were hidden by snow. The reason for the aside, the event was based around Griston and followed almost exactly the Plandescil route from TC6 to TC8 – was it really 6 years ago?

Back to Julian at TC7 and the final section, eight via junction references to take us to Peter & Phil at TC8. Guessed the route and set off full of confidence, pleased to find the first code board where expected, puzzled to find a second one on the triangle on the fourth junction. Had a look on the back of the sheet and assumed that I must have missed an extra sheet in the envelope which was now on the floor with the others. My initial assumption was based on 8 references so 8 junctions, closer examination showed there were 12 junctions; so another time out. Lucky to pick up the last board for two reasons, firstly my initial

guess didn't include the large loop through 9896, secondly there was another surprise triangle on this loop. Rolled into TC8 with another 6 minutes gone giving us a total of 21 minutes averaging out at 3 minutes a control – to budget!

The 12 Car Championship goes from strength to strength with another first class event. Well done to Julian & Sara who took a touch of flu, arctic conditions and a last minute change of finish venue in their stride.

Final results showed all crews

missed the code board in 1199, apart from Chris & Ian who evened things out by missing one in 0697.

Full results will appear elsewhere.

Beaver – 11th / 12th December

Well, my plea for a chauffeur in last month's edition received one response. I will be teaming up with Ian in his Saxo for the trip to East Yorkshire. The event normally runs on the last weekend of November but has moved forward two weekends to avoid clashes

with the Roger Albert Clark and Preston – this could be why the entry is very low as it is a bit close to Christmas with one or two of the regulars giving it a miss. If nothing else we will probably be the crew with the most years navigating experience in the event. I'm sure there will be a few words about our exploits in the next issue.



Marshals Post

It is quite difficult knowing what to do about keeping members informed about opportunities to marshal on other clubs events.

From experience organising marshals for the Spring Rally Stages it is always preferable to have a group of volunteers from another club rather than the same group volunteering individually. A group of colleagues can be allocated to cover far more ground than allocating the individuals. I assume it is the same for other Chief Marshals so I always try and round up a team, this is not always easy. It would help if people contacted me (or Howard or Martin) if they were wanting to help.

The main difficulty is timing, very often events are not publicised until after the relevant issue has been distributed.

Club members will have been out marshalling on the Preston and Rockingham Stages (assuming that they both go ahead). There are two events coming up in the New Year that may be of interest, both organised by Chelmsford.



After an absence of 20 years Chelmsford Motor Club is proud to return to Brands Hatch. In the second year of title sponsorship, TRS (Essex) Ltd continue their generous support of East Anglian rallying. We are planning to run 8 all tarmac stages totalling approximately 35 miles. The first car will start at 10.00 am and we have a strict curfew of 5.30 pm, so be prepared for the last stage running into darkness..

Spectators are welcome at the venue and there will be no charge for access or parking.

As ever; a big thanks in advance goes to all the marshals and organisers who will make the rally happen and our Chief Marshal will be 'contacting you shortly'.



Saturday 19th February 2011

The format of this new event will be run under the regulations of the Endurance Road Rally Championship and MSA Endurance Road Rally rules.

First car will leave from Sicklesmere at 10.00am on Saturday the 19th February 2011. Selective mileage will be approximately 80 miles. The evening road rally section will be very straightforward. The road book for the entire night section will be issued at the supper halt.

As with any event then marshals are the key. Although our Chief Marshal Claudia Aldridge has many offers of help, marshals are the most important people as without them there will be no event. Contact Claudia by email on cvs-vehicles@hotmail.co.uk to offer your help either setting up, on the day or packing away – or all three!

2010 / 2011 12 Car Championship

Regs & Entry Form for Round 4 will be included with this 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 4 entries open on Wednesday 12th January and close on Friday 21st January

Entries will be acknowledged by email or post

| <i>Date</i> | <i>Event</i> | <i>Venue</i> | <i>Maps</i> | <i>Organiser</i> |
|---|------------------------------|------------------------------------|-------------|--|
| <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>Ward Construction</i> | <i>Tivetshall St. Margaret</i> | <i>144</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 3

Results:

| Car | Class | Driver / Navigator | Fails | Mins | o/a | Class |
|-----|-------|---------------------------------|----------------|------|-----|-------|
| 1 | E | Alan Shrimpton / David Bell | 1 | 21 | 1 | |
| 9 | N | Ant Liddle / Garth Collier | 1 | 36 | 2 | 1 |
| 4 | I | Robert Aldous / David Mann | 2 | 27 | 3 | 1 |
| 6 | N | Trevor Addison / Andrew Lawson | 2 | 28 | 4 | 2 |
| 2 | E | Chris More / Ian Doble | 2 | 30 | 5 | 1 |
| 8 | N | Paul Brunton / Nick Wale | 3 | 21 | 7 | 3 |
| 7 | N | John Peterson / Rob Cook | 4 | 13 | 1 | 4 |
| 10 | B | Adrian Brooks / Adrian Simmonds | 4 | 28 | 11 | 5 |
| 3 | E | Emma Henchoz / Rob Henchoz | 4 | 38 | 10 | 2 |
| | | | | | | |
| 5 | I | David Leckie / Katy Leckie | DNF - Puddle | | | |
| 11 | N | Geoff Bateman / Maggy Bateman | DNF - Retired | | | |
| 12 | N | Rob Kitchen / Rob Dominy | DNS - Puncture | | | |

Very close again with the top 3 made up of one crew from each class. Thanks to Julian, Sara, Simon & Josh for organising and all the marshals (I hope I've remembered everyone even if I haven't got the correct controls) Mark & Josh (Course Opener), Peter & Phil (MTC1 and STC8), Brian & Danny (Scutineering & STC2), Howard & Bernie (STC3), Mike (STC4), Simon & Wendy (STC5), Martin & Christine (STC6), Julian, Josh & Peter (STC7), Ian, Clare & Trevor (Course Closer), Sara (Results).

Championship Positions after round 3 (top 12):

| o/a | Driver | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|-----|-------------------|----------|----|----------|---|---|---|-------|
| 1 | Chris More | 10 | 10 | 8 | | | | 28 |
| 2 | Ant Liddle | 11 | 3 | 11 | | | | 25 |
| 3 | Robert Aldous | 7 | 8 | 10 | | | | 25 |
| 4 | Alan Shrimpton | | 11 | 12 | | | | 23 |
| 5 | Trevor Addison | 9 | 4 | 9 | | | | 22 |
| 6 | Paul Brunton | 6 | 6 | 7 | | | | 19 |
| 7 | John Peterson | | 12 | 6 | | | | 18 |
| 8 | David Leckie | 7 | 7 | | | | | 14 |
| 9 | Jonathan Stimpson | 12 | | | | | | 12 |
| 10 | Adrian Simmonds | 4 | 2 | 5 | | | | 11 |
| 11 | Julian Riley | 5 | | 5 | | | | 10 |
| 12 | Graeme Aldridge | | 9 | | | | | 9 |

| Navigator | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|---------------|----------|----|----------|---|---|---|-------|
| Ian Doble | 10 | 10 | 8 | | | | 28 |
| David Mann | 7 | 8 | 10 | | | | 25 |
| Garth Collier | 11 | 3 | 11 | | | | 25 |
| David Bell | | 11 | 12 | | | | 23 |
| Nick Wale | 6 | 6 | 7 | | | | 19 |
| Andrew Lawson | 9 | | 9 | | | | 18 |
| Rob Cook | | 12 | 6 | | | | 18 |
| Katy Leckie | 7 | 7 | | | | | 14 |
| Brian Marquis | 12 | | | | | | 12 |
| Adrian Brooks | 4 | 2 | 5 | | | | 11 |
| Sara Riley | 5 | | 5 | | | | 10 |
| Dan Hilton | 8 | | | | | | 8 |

Plandescil 12 Car

Ian Doble

Round 3 Plandescil

Well what a night, very cold, very slippery, very challenging and very good.

I've been struggling over the last couple of 12 cars with clocks and not being able to see the time very easily so I invested £9.99 with Argos for a backlit digital LCD multi-coloured rainbow display and went along to see Chris and Escort on Friday afternoon to find a suitable place to Velcro this new toy into place.

As it happened Chris decided he would not be taking the Escort as last year we suffered terribly with lack of traction on the snowy Plandescil, so he was busy fitting a map light to another of his fleet, a Peugeot 206. With this new info I decided to stick the clock onto my faithful map board for a trial run. Good job I went really as otherwise the plug on my poti would not have been correct and we could have had an even more difficult night!

We arrived early at Hingham for the start and went for a run around the block to find out how slippery the yellows were and decided that caution was the order of the night. With Sara and Christine organising the formalities inside Hingham Sports Centre we were soon supping tea and swopping tales with fellow SCCONites waiting for Julian's crew briefing and words of wisdom on the weather and his decision to extend maximum lateness to 45 minutes at the last control – wise move.

This year's championship is shaping up to be really tough with several crews of all classes being able to take the top spot. The intermediate's class was headed up by Robert & Dave, #4, with David & Katy, #5 and Trevor & Andrew, #6, all capable of winning.

While the novice crews of Ant & Garth second on the P&H and John & Rob won the Chairman's last month. There was also a good turnout of expert crews with Alan & David and Emma & Rob running as experts we were all going to be kept on our toes to-night. We were running at car #2 behind Alan & David with Emma & Rob at Car#3.

It's always nice to have a straightforward first section to get into the swing of things and that's what we all hope for. Alas for us it was not to be the case as with only a few hundred yards to the first junction from the start I had to ask Chris to stop so I could work out where to go! What on earth does "oyW46S..etc.." mean? I found a spot height 46 with potentially correct arrival and departures and finally spotted two yellows passing through "Moneyhill Fm" that would make the beginnings of a route, so "OK let's go" All goes well until I have to write down the code board and momentarily lose my place on the map and direct Chris to slot right – and then immediately correct myself, but too late, the first reverse of the night and only five junctions in! The roads were very icy and I could almost feel the concentration from the driver's side, but no more dramas except 3 minutes lost at TC2.

We are just about to enter the maze of yellows around Deopham and Morley and the handout is coloured junctions – ugh thank you Sara. These are never easy, but at least every junction is separate and whites are shown so it's just a case of concentrate very hard. Again I ask Chris to stop before the first junction as I have not worked out the route, but with three junctions sorted we're off. I'm managing to stay one or two junctions ahead only because the roads are so slippery, but I soon have a rude awakening when

Chris announces "we are going against rally traffic" – I can't believe it – where the hell are we? I look up and sure enough we are up the grass verge at 45 degrees and there is car after car rubbing past us!! This is not good! After what seems ages I fathom out we are going up a road we've just come down all we have to do now is turnaround. We soon get back on track but drop a further seven minutes at TC3.

Next handout is a line of figures being grid lines to cross with an avoid and not as map, but again I need a short stop to find out where we are going. A natty route around the southern outskirts of Wymondham past the railway station, which I have always thought of including in a 12 car at sometime. This may not have been to everyone's taste but the fact it was a very icy night requiring gentle driving made it OK I thought. It was not quite straightforward though as we needed to go past the place of worship in GS0011 which to my mind allowed two routes to Silfield, so we spent a bit of time exploring both options until the elusive code board was found. I thought this one was difficult to find, but nearly all the other competitors did not locate the previous board which was on the roadside just before the railway station. No more problems and a gentle drive to find Mike at TC4 and another six minutes gone – ugh! At least my little LCD clock is coming in useful and I am able to keep track of the minutes being lost. Surely, it'll get easier soon, not yet!

Here's the expert navigation – 65,55,52,Over,LC,Under,LC,RA,R A,DB350m – we are now down by the Tacolneston TV mast and at least the first three items are easy spot heights to spy so for the first time to-night we've managed to plotnbash with the car moving

from the off, but how long will it last as I wrack my brain trying to sort the rest of it out. We are fast approaching the last spot height and I'm still not sure where to go, and then my concentration is interrupted by a "noise" from Chris and I look up just in time to see us going through a hole in a hedge and into a field! (We are in GS1195 just east of Poppylot Fm) Thankfully no damage has been done, and I have a few extra seconds to sort some more route while Chris extricates us. As you can tell we are having "one of those nights". I finally figure out that RA means RoundAbout and while we are sitting at the level crossing in Spooner Row (another 3 minutes gone – whose idea to have a level crossing on a rally route? – I have a story to tell about another one in the year 1974 but that's for another time) I realise DB is District Boundary and 350m is the distance to travel along it. Well I measure it with my romer (have a look in GS0797) and it seems the junction may be before or after the 350m. I plum for before and go the long route, but when we don't find a code board I shrug it off; mistake. We should have gone back the short route to find it – patience is not one of my strong points sometimes – and we paid for it later. Another four minutes dropped at the next TC. It'll get better soon surely?

Oh look a circular herringbone – what joy. Now I don't mind herringbones once you know where the start is. Luckily there are a couple of spot heights marked and I find one of them and work back the required number of junctions and we are

soon sorted – first guess worked – at last our luck may be changing. This section is uneventful and we manage to negotiate the double grass triangles at the junction in GS0297 without any reversing, but even so we still drop a minute at TC7. I wonder what delights the next handout will reveal – that's OK a grid of tulips. Oh no this is the handout Sara warned us "experts" about at the start – "you may find them a bit disorientating" she said. Well they weren't too bad and they take us from Little Ellingham out towards Great Hockham, and at last we manage to clean a section, and in fact we manage to claw back a minute as we are getting perilously close to the right hand side of the time card; and now for the sting in the tail!

Last handout the dreaded map references – out of order – eight of them. Well I try to plot them on the move, but soon have to call for a stop. I get them down and head off, but there is something nagging at me. We overshoot the slot right by the church just south of Shropham because I'm still scratching my head, but when we do go down the road there's a code board facing the wrong way – that's always a clue you've gone wrong!! So about face and back down to Grange Fm and lets try the correct route. (I realise now that I miss-plotted the first junction while trying to do it on the move, but did not know at the time). Anyway as we are about to turn left into the next junction we spy a code board that is the other side of the grass triangle – that's funny no LWTs in the instructions – perhaps it's my inaccurate plotting – well spotted, so I rub

out the letters I have on the timecard and move them along a space. Very soon we find another PC so more rubbing out and moving and then we come across the one we found facing the "wrong way" and we are back on course. By this time we have been passed for the second time to-night by Robert and Dave and they very graciously pull over to let us through, but then in our enthusiasm we overshoot the next junction and Chris stays put as we don't want them bumping into us, so we are chasing them again – our fault – and we follow them into the final control. We have lost another nine minutes and just come in within the original OTL allowance. Unbeknown to us at the time we have also missed an unmarked LWT code board a couple of junctions from the end which credits us with the second fail of the night following the one near the district boundary that we failed to collect.

Still we got around without any serious damage to the car and actually both enjoyed ourselves as it was really challenging from start to finish, a cracking event again. Thank you to Julian, Simon and Sara for both sponsoring and organising it, and of course all the marshals for coming out on a very cold icy evening. Looking forward to next year's already.

So the championship is hotting up with 5 crews separated by just 6 points – it's still anyone's game

Merry Christmas
Ian

Alex was five; all his Christmas presents were always signed, 'from Father Christmas.'

A little while after Alex had opened all his presents on Christmas morning, we became aware that he was looking quite down in the mouth for no obvious reason.

'What's the matter, Al?' I asked.

'Ummmm, ' replied Alex slowly, 'I really hoped that you and Mummy would give me something for Christmas.'

Edinburgh Trial (part Two)

SCCON'ies get down and dirty in Derbyshire

Howard and I had a nice (!) run in torrential rain to meet up with Julian Riley at Barton Mills, a quick top up with fuel for me while Julian set off allegedly at a leisurely pace in his Saab. It took ages to catch up with him and after a quick call on the mobile to confirm we were on his tail we arranged to meet again on the A14 at Cambridge Services for refreshments. We then continued straight to Tamworth Services on the M42 where Josh was waiting along with Peter and Michael Riddle who had driven up from Oxford.

Signing on was again very relaxed and so was scrutineering but the scrutineer's comments to Peter about having two throttle return springs were confusing as he said nothing to me in a similar Nova a few minutes later!

We all grabbed a few hours sleep at the adjacent Travellodge and woke at around 4am for our 5:30ish start times, the first competitor had left at 1:30am and would be tackling most of the event in the dark.

From the start we had a long run out to and had to wait at Carsington Water Visitor Centre before the first section at **Haven Hill** while they extracted a Midget and a Lambretta amongst many others that had ground to a halt or simply not been able to leave the start line! We were full of optimism but when Peter, then Julian and finally I were unable to get off the start line without a ten yard run at it we knew it was going to be a long tough day! No awards this year! Later looking through the results it seems many of our fellow Class 0 competitors were to suffer the same fate and in fact there would only be two cleans and both were in specialist trials cars – a

Liege and Salamander - out of the 45 competitors in our class.

It was twenty miles through beautiful countryside to **Deep Rake**. It starts on the track and deviates up a grassy bank with a restart on a left hander. It looked a bit slippery and I was a bit worried the tyre pressures weren't low enough I kept the wheels straight as I pulled away and although there was a bit of wheelspin I was pleased to get a clean. Julian and Peter did the same. A ray of hope for us all!

The following Special Test was the same as last year, although the hole towards the end was filled with deep muddy water after days of rain. After our chances of an award had gone on the first hill Peter was clearly after fastest SCCON bragging rights and was looking for a quick time probably expecting to capitalise on his rally experience. But all to no avail as the red mist came down as the mud flew and he failed to stop astride the finish line.

After a quick break to check the oil and water we enjoyed a fair few miles of green lane over quarry roads to get to **Black Harry**, which is attempted by all classes, including the restart. Trojan driver John Wilton was in charge here and warned us of a big rock just around the corner. Apparently a Midget had grounded out on it and it had taken the marshals 20 minutes to push it off. Going to the left of the rock as directed we were delighted to get away cleanly as far as the stop box but the limestone was deceptively slippery and all three of us failed here.

Shortly after that my Nova's engine died completely but after some excellent diagnostics by Julian we realised the rotor arm had sheared off internally, but I had a replacement and we were

soon on our way again

Some more green lanes over quarry roads soon saw us at The Bull l'th Thorn for our breakfast. By this time we had caught up with a lot of competitors in the main trial as they had delays at the new section at **Rileys Rise** that apparently had proved especially difficult for the motorcycles.

After a nice breakfast we should have set off for **Litton Slack** but were told the section had been cancelled. We were disappointed, even though this would have been the former approach road, not the real section.

Calton's restart on polished stones was to cause problems for quite a few competitors on the main trial. Even without a restart there were quite a few problems for Class 0, Julian had a real go but didn't have enough momentum in the restart area and Peter decided not to attempt it. Howard and I did and I was delighted to clear the restart area and continued up the hill all at 7000+ rpm – not sure exactly how many revs as the needle had gone way past the redline – in first gear. I punched the air but I was celebrating too soon as Howard pointed out we had another 25 yards to go! In retrospect I should have backed off the throttle and found some grip but it was all too late and we came to a stop. Time for Howard to get out and push along with some of the ever helpful marshals!

Despite only just having breakfast it was soon time for tea and scones at Hollinsclough Village Hall. The main trial went off to tackle **Rakes Head** but we had a nice run through the countryside to **Excelsior**, where we were pleased we weren't going to have to restart on the polished stones. But again we all had problems,

probably with not carrying enough momentum going into the sharp left hand turn / stop box area . I have since learned its best to going wide on the corner by the restart to stay out of the rough(er) bit. We stopped and the recovery land rover despatched to pull us around the corner. Then it was one of you had to be there moments – the rope was attached the land rover driver was revving his engine as the marshal gave us a 3 -2- 1 countdown at which point I released the hand brake there was an almighty jerk as the Nova shot backwards almost bringing the land rover back down the hill with us. After a combination of laughter and expletives all around we realised that they had expected me to be in gear and drive out whilst getting a tow – otherwise we'd never get off the hill. Once understood we were given a short tow around the corner and we were on our way again!

Onto **Moneystones**, this is a Class 0 only section, with MCC Secretary Peter Lawley in charge. Basically a straight drive up a long track but with a dreaded stop box to deal with, but because you cannot walk the section you are not sure how big it will be - some are large enough for the whole car while others are only a couple of feet long and you also have to decide whether to stop with your front or rear wheels in the box. Despite the pressure we were all pleased to restart successfully, enjoying this windswept but very pleasant section.

Then it was **Clough Mine 1**, There were two sections at Clough Mine but we only tackled the first one. I don't think we could ever have got up the short, slippery bank in those conditions. I had I been prepared to give it some welly but the short approach to a 90 right turn up a steep muddy bank with deep ruts was too much so it was three more fails for the gallant SCCON'ies. The main trial did

another section at Clough Mine and then Clough Wood itself.

Back on the road we were soon at the **Dudwood** complex where there had been a bit of a queue as most of the main trial were failing the first of two sections. As we were in Class 0 we only tackled **Dudwood 2**, Last year I had hurt my back on the bumps through this woody section. No problems



this year as we didn't get as far as the really bumpy bits! Three more fails here!

There was only the **Dudwood Special** test left and we had all struggled up to get up the hill to the start. It was the same test as last year, from the start line on the track you turned off it onto a grass area for a right hander round a bollard then back on the track up the hill to the finish all against the clock. Only this time it was very sticky and muddy after all the rain in the week. We went wide around the bollard and Julian and I were delighted to go clean. It wasn't easy though as Peter proved and it took half a dozen of us to get him out of the glutinous mud.

That was the competitive bit done.

All we had to do now was drive to the finish and sign off, collect our finisher's certificates – an achievement not to be dismissed! And a celebratory pint, before looking around the car park at the weird and wonderful machinery. I got chatting to an owner of a VW 'buggy' we had followed around the lanes. He had been doing well and he said he had to be careful using the power as he had had transmission problems in the past. So you have tuned the engine I asked? No, he replied I've replaced it with a flat four from a Subaru Impreza complete with turbo!

Julian's Saab continued to get a lot of admiring attention as it had done when we were out on the hills, Peter spotted are car called ' Old Trout' which he just had to photograph – apparently that's what Tara is known as at the school she works at – you'd better ask him why!

For me it was like being back in the playground at school. After I told Peter how much I like Liege's. So Peter being Peter approached an unsuspecting Liege owner pointing at me saying 'See my friend over there? Well he really likes your car and please can he sit in it? The owner looked a bit surprised but yes he was happy for me to sit in it – I think he half expected me to mark parp parp noises like Toad!

Reflecting on the day certainly the weather earlier in the week had made the trial dramatically different from last year when there were many more cleans. Because the hills were tougher more cars became stuck which meant there was more waiting around but it all adds to the friendly social atmosphere.

I certainly still enjoyed Edinburgh Trial and plan to return!

Miscellaneous

DEFINITION OF ACCELERATION

Read this thru slowly and try to comprehend the amount of force produced in just under 4 seconds!

There are no rockets or airplanes built by any government in the world that can accelerate from a standing start as fast as a Top Fuel Dragster or Funny Car!



One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition.

Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F.

Nitro methane burns yellow... The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. A after halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow.

If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.

The redline is actually quite high at 9,500 rpm.

A assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.

The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona , CA). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron , OH).

Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

...and that my friend, is **ACCELERATION!**

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03 November 2010

Mr R W Johns
Hill Cottage
Felmingham Road
Skeyton
NORWICH
NR10 5AR

Dear Secretary

2010 MSA Classic – Sunday 3rd October

I am writing to express my thanks to Sporting Car Club of Norfolk for providing volunteer marshals at Lotus Sport (Norwich Start) on the recent MSA Classic. The day was very successful, despite challenging weather and over 500 classic cars descended on the new finish venue, Rockingham. Feedback from the event has been encouraging.

A cheque for £50.00 will be forwarded under separate cover, as a contribution towards your club funds for this assistance and I hope that we may be able to count on your support again next year.

Please do let me know if any marshals didn't receive souvenir badges, as we have some still available if they weren't received.

Our thanks once again.

With best regards

Yours sincerely,

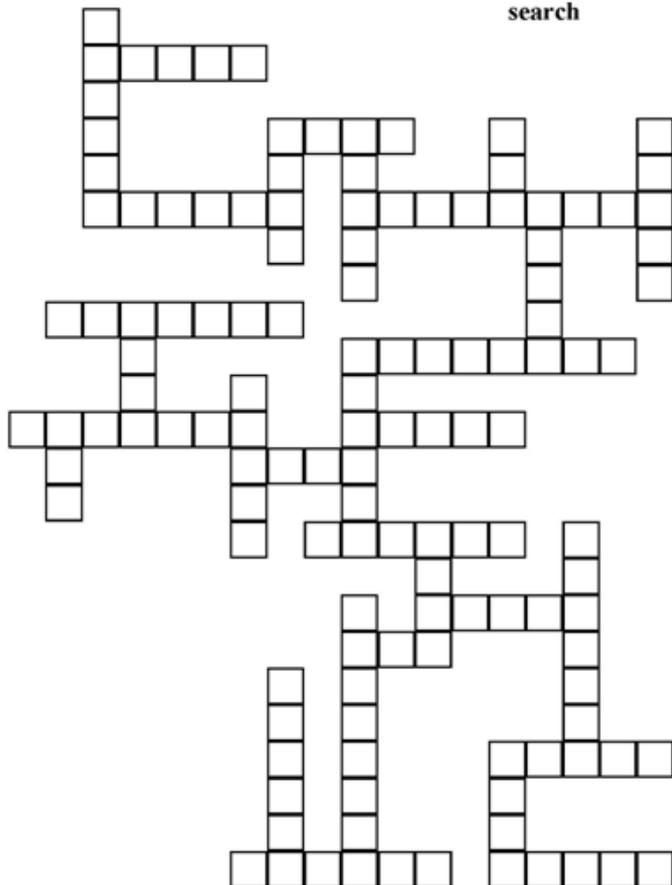
Penny Deal
Operations Manager



A Motor Sports Association company working for the future of motor sport Registered address as above Registered number: 2979954

JUST FOR FUN

Got two puzzles for you to try 1st is a kriss kross and the 2nd is a word-search



- | | |
|------------------|------------------|
| 3 Letters | 4 Letters |
| BMW | Clio |
| Evo | Colt |
| Imp | Fiat |
| | Ford |
| | MGZR |
| | Nova |
| 5 Letters | 6 Letters |
| Astra | Escort |
| Corsa | Fiesta |
| Focus | Lancer |
| Honda | Toyota |
| Isuzu | Vectra |
| Metro | 7 Letters |
| Riley | Hyundai |
| Rover | Peugeot |
| Skoda | Picasso |
| 8 Letters | Renault |
| Mercedes | 9 Letters |
| Vauxhall | Vauxwagon |

Find these surnames of some old and some new club members



- | |
|------------|
| Annison |
| Doble |
| Ellis |
| Fox |
| Hilton |
| Johns |
| Joynt |
| Lambert |
| Leckie |
| Newson |
| Riddle |
| Riley |
| Rix |
| Vincent |
| Wellbelove |

Suzanne



Just before Christmas, an honest politician, a generous lawyer and Santa Claus were riding in the elevator of a very posh hotel. Just before the doors opened they all noticed a £20 note lying on the floor. Which one picked it up? Santa of course, because the other two don't exist!

Santa Claus brings poor Rudolph to the vet. He says to the vet, "Doctor, please do something for my Rudolph. His nose won't light up." The vet walks out of the room and returns with a pet carrier. He places the pet carrier next to the reindeer, opens it and out steps a cat. The cat walks around the reindeer and sniffs it. The cat then walks back into the carrier. The animal doctor takes it out of the room and returns. He hands Santa Claus the bill. Santa gasps, £550! You didn't do anything for my Rudolph and you're charging me £550?" The vet shrugged and replied, "That's the usual charge. £50 for the office visit and £500 for the CAT SCAN."



A 4-year-old boy was asked to give the meal blessing before Christmas dinner. The family members bowed their heads in expectation. He began his prayer, thanking God for all his friends, naming them one by one. Then he thanked God for Mommy, Daddy, brother, sister, Grandma, Grandpa, and all his aunts and uncles. Then he began to thank God for the food. He gave thanks for the turkey, the dressing, the fruit salad, the cranberry sauce, the pies, the cakes, even the Cool Whip. Then he paused, and everyone waited-- and waited. After a long silence, the young fellow looked up at his mother and asked, "If I thank God for the broccoli, won't he know that I'm lying?"



Darth Vader and Luke Skywalker were having one of their little father and son chats... lightsabres drawn and sparks flying. Vader pinned Luke against a bulkhead and glared into his face, "I know what you're getting for Christmas, Luke," he said, "Ohhh, yes! I know!" Luke fought himself free and jumped to a higher platform just out of Vader's reach, "How do you know!?" Luke yelled at him, "How do you know what I'm getting for Christmas!?" Darth Vader shot Luke an icy glare, "The force is with me... I felt your presents."

