

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2011



**WHEELS vs. WINGS**

**Kimberley Hall**

**Monday 2<sup>nd</sup> May**

Inside this issue	
The Latest ...	3
2011 Calendar	4
Editorial	5
SCCON 60	6-8
Marshals Post	9
2011 Clubmans Championship	10-11
Road Rallying	12-13
Miscellaneous	14+

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**Peter Riddle**  
**Gordon Wellbelove**

## Included with this edition:

## Clubmans Series Round 3 Regs & Entry Form

## AGM

Thursday 19<sup>th</sup> May

The White Horse Inn, Trowse

NR14 8ST

# 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 16<sup>th</sup> June** for the next Natter & Noggin

## Diary Dates

**Thursday 19<sup>th</sup> May**  
**AGM at the White Horse Inn, Trowse**

Tuesday 24<sup>th</sup> May  
 Clubmans Series Round 2  
 Snetterton PCA

Wednesday 1<sup>st</sup> June  
 Management Meeting at the Ugly Bug Inn, Colton

Thursday 16<sup>th</sup> June  
 Club night at the Ugly Bug Inn, Colton

Saturday 18<sup>th</sup> June  
 Norwich Forum

Sunday 19<sup>th</sup> June  
 Midsummer Classic & Vintage Car Run

Thursday 23<sup>rd</sup> June  
 Clubmans Series Round 3  
 Tibenham PCA

Wednesday 6<sup>th</sup> July  
 Management Meeting at the Ugly Bug Inn, Colton

Thursday 21<sup>st</sup> July  
 Club night at the Ugly Bug Inn, Colton

## 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 David Bell.

Tuesday 24<sup>th</sup> May  
 Clubmans Series Round 2  
 Snetterton PCA

Saturday 18<sup>th</sup> June  
 Norwich Forum

Sunday 19<sup>th</sup> June  
 Midsummer Classic & Vintage Car Run

Thursday 23<sup>rd</sup> June  
 Clubmans Series Round 3  
 Tibenham PCA

Saturday 16<sup>th</sup> July  
 Snetterton Charity Car Push

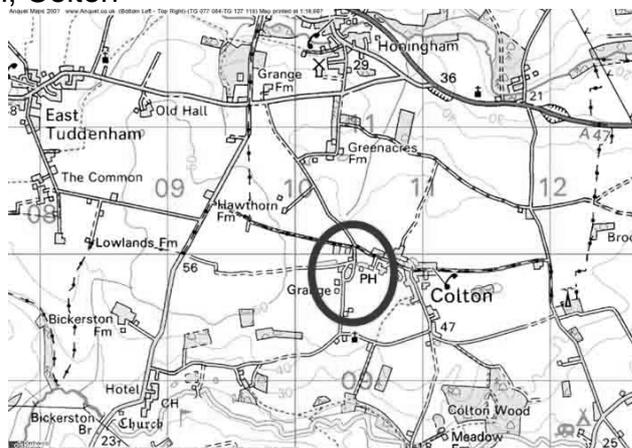
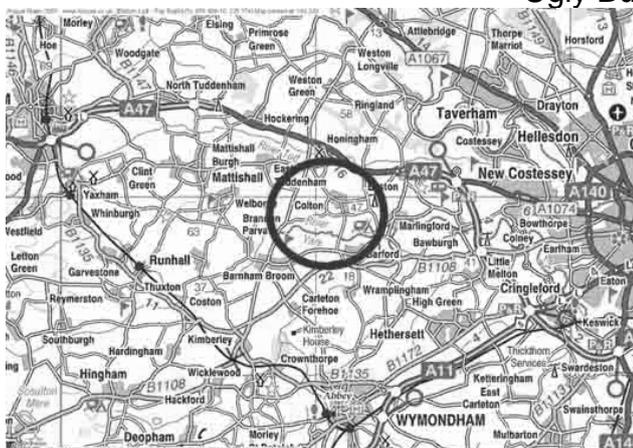
## Snetterton Production Car Autotest

Tuesday 24<sup>th</sup> May

Round 2 of the 2011  
Clubmans Championship

Snetterton

Ugly Bug Inn, Colton



<b>Date</b>	<b>Event</b>	<b>Champ.</b>	<b>Contact(s)</b>
Monday 3 <sup>rd</sup> January	New Year Treasure Hunt & Scatter		Ian & Gill Doble
Thursday 20 <sup>th</sup> January	Club night		
Friday 28 <sup>th</sup> January	12 Car	12 Car	Peter Riddle
Thursday 17 <sup>th</sup> February	Club night		
Friday 25 <sup>th</sup> February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 17 <sup>th</sup> March	Club night		
Friday 18 <sup>th</sup> March	March Hare		KLDMC
Friday 25 <sup>th</sup> March	12 Car	12 Car	Ian Doble & Chris More
Sunday 17 <sup>th</sup> April	Broads Explorer Classic Scatter		Howard Joynt
Thursday 21 <sup>st</sup> April	Club night		
Sunday 24 <sup>th</sup> April	Production Car Autotest	Clubmans	David Bell
Monday 2 <sup>nd</sup> May	Kimberley Hall		Peter Riddle
Thursday 19 <sup>th</sup> May	AGM		David Leckie
Tuesday 24 <sup>th</sup> May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 16 <sup>th</sup> June	Club night		
Saturday 18 <sup>th</sup> June	Norwich Forum Display		David Leckie
Sunday 19 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 23 <sup>rd</sup> June	Production Car Autotest	Clubmans	Ian & Gill Doble
Sunday July	Navigational Scatter	Clubmans	
Saturday 16 <sup>th</sup> July	Snetterton Charity Car Push		Martin & Christine Newson
Thursday 21 <sup>st</sup> July	Club night		
Thursday 18 <sup>th</sup> August	Club night		
Sunday 21 <sup>st</sup> August	Production Car Autotest	Clubmans	
Sunday September	Navigational Scatter	Clubmans	
Thursday 15 <sup>th</sup> September	Club night		
Friday 30 <sup>th</sup> September	12 Car	12 Car	
Thursday 20 <sup>th</sup> October	Club night		
Sunday 23 <sup>rd</sup> October	Production Car Trial	Clubmans	David Leckie
Friday 28 <sup>th</sup> October	12 Car	12 Car	
Thursday 17 <sup>th</sup> October	Club night		
Friday 28 <sup>th</sup> October	12 Car	12 Car	
Thursday 17 <sup>th</sup> November	Club night		
Friday 25 <sup>th</sup> November	12 Car	12 Car	
Thursday 15 <sup>th</sup> December	Club night		

# Editorial Chair

**Martin Newson**

## Chairman's Panic

Hi everyone, can anyone out there please tell me where the year has gone already?

Why the panic, well I asked Dave Bell to help put this newsletter out as soon as possible after Kimberley Hall and before the AGM. Well he managed to do that if you are reading this before May 19<sup>th</sup>. The meeting place is the White Horse in Trowse. (The postcode for your Sat nav is **NR14 8ST**). Please come along this year if you can, as it is important to me to hear your views.

## WHEELS vs. WINGS at Kimberley Hall.

This turned out to be one of the biggest events the club has put on in a very long time with around 850+ visitors on the Monday bank holiday. The weather was very sunny but the cross wind was to cause most of the aeroplanes cancelling their flights in to the grass runway at Kimberly.

The full report can be found in this newsletter

## Isle of Man Rally

Christine and I sailed over to the Island on the Tuesday afternoon ferry the day after Kimberly Hall. We had a good crossing over and

also for the return journey home.

We had two days of sightseeing with lovely sunshine but all changed on Thursday as it rained most of the day. Friday weather was nice but cold out of the sun.

As the rally was starting at 7pm in Port Erin we decided to go and watch at Round Table crossroads where we could watch two different stages. We parked over the other side of the stage so that we could leave and go to the next stage through the old tin mines. However this plan did not work as we ended up marshalling at the crossroads as there was only one marshal on the junction and a big chicane to look after. With the big boys a little prone to knocking the bales out of the way we could have been very busy, as it was there were no great dramas.

On Saturday we went off to spectate at Brandywell Cottage. The TV crews and photographers arrived and one marshal. We were sitting relaxing in the car when there was a knock on the car window with a man waving a marshal pack. I said go away I am trying to sleep, Hi Mate do you think you could marshal for us? Well as always we gave in and donned the day glow vests and the Isle of Man woolly hats and stood out in the cold wind.

All the cars passed through with no real problems, but a half a mile down the road we could see some spectators running down the road. With no radio cars anywhere near we did not know what was going on. When our stage had finished Christine and I drove down the stage to find not one but two cars well of the road upside down in ditches, I really do not know how they got them out they were that far away.

Everyone was ok, but it did highlight the lack of marshals.

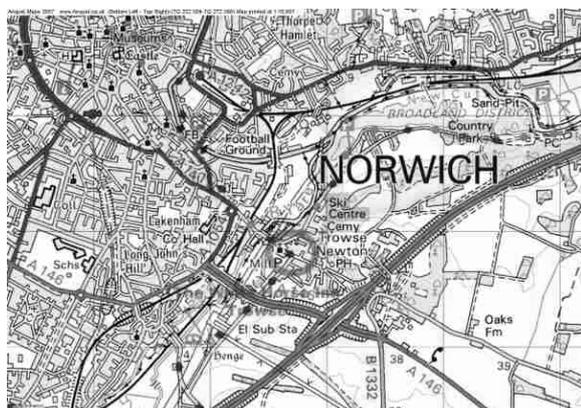
With the second run through in the afternoon we disappeared in to Douglas for a comfort break. The weather took a turn for the worse and it poured down for 45 minutes, as we got out of the car to the marshalling spot it did ease off but by the end we were soaked through to our string vests.

But as always the Island does never disappoint us, we will be back next year.

**Please make an effort and join us for the AGM on Thursday 19<sup>th</sup> as we value your opinion.**

See you soon

Martin



**AGM**

**Thursday 19<sup>th</sup> May**

**The White Horse Inn, Trowse**

**NR14 8ST**



# WHEELS vs. WINGS

Monday 2nd May 2011

Kimberley Hall, Wymondham



## A QUICK SUMMARY

Firstly a huge thank you to everyone who contributed towards making this 60th Anniversary celebration event such a success, including all the wives, girlfriends, family etc. who pitched in on the day. In particular I must thank Martin Newson, David Leckie and David Bell for a huge amount of essential work behind the scenes over the three months leading up to the big day on May 2nd. And I must apologise to the three top drivers in our 12-car rally championship who all brought their cars to Kimberley Hall. Your cars should have had notices on their windscreens to show that you can have fun in SCCON without spending a fortune, but with everything else going on, these signs were forgotten. During the week before the event, I was up until after 2am for five consecutive nights writing the brochure, and on the two evenings before the event, Martin and I were up until midnight writing and laminating the information signs for the 60-car display - so I plead tiredness in mitigation!

This is what was sent by e-mail to thank those who brought their cars for the main display:-

Dear friends of SCCON,

Firstly the members of the SCCON committee wish to say a very big thank you to everyone who displayed their cars at Kimberley Hall. From those who sent application forms plus a few who were invited by SCCON, we had the potential for 90 cars on display.

In the event, the Lotus Evora was loaned by Stratton Motor Company instead of Lotus Cars. Apart from that minor change, I am absolutely delighted to tell you that every single car arrived as promised and our 60-year display comprised exactly the same cars as are listed in the brochure. For that level of enthusiasm and commitment, SCCON is very grateful to you all.

In retrospect, I'm sorry we didn't have a PA system to keep you better informed, but this is the first time SCCON has organised an event of this kind. If we'd had one we could have told you what was happening regarding the aeroplanes:

We had 38 pilots wishing to bring their aircraft to Kimberley Hall, but the good old English weather changed all that. The wind speed and in particular the level of gusting was outside the normal peacetime operating limits for Austers. The pilots were made aware of the conditions, but were left to make their own judgements. The fact that every Auster pilot decided against flying to Kimberley says enough about the wind. I guess we were lucky that it was dry and sunny.

So we decided to stage a 'mock race finish' in front of Kimberley Hall between Jerry Noble, a pilot who had just landed in his Cessna 182 and Dave Holman's Healey Westland that had just arrived from Newmarket. Jerry was driven from the airstrip to the front steps of Kimberley Hall in the red Jowett Jupiter to a notional dead heat, but we must say that the Healey was really the moral victor.

Fortunately the Nanchangs were able to give their display as planned, and the one Auster pilot who did fly in arrived in a Yak instead, which gave us some bonus aerobatics with smoke too.

From the attendance level, we are now confident that SCCON will be making donations to both our chosen charities: the East Anglian Air Ambulance and the Quidenham Children's Hospice.

Kind regards

Peter Riddle

Event Organiser, The Sporting Car Club of Norfolk

## FEEDBACK ON WHEELS vs WINGS

In order of receipt, the club has received the following messages after the event:-

E-mail from Tony Burchnall of Eastern Counties Motor Club (Toyota Celica GT4)

Thank you all for a terrific birthday party. It really was something special and a great credit to you all. Well done. Kindest regards, Tony

E-mail to Dave Bell from Mick Morley (Austin Healey 3000)

David, We were delighted to be part of the very successful event today and felt that we wanted to personally congratulate and thank you and the 'team' for such an enjoyable day. The organisation was outstanding, matching the perfect venue. The atmosphere was open and friendly and everyone appeared to have a really rewarding day. Thank you again for the opportunity to share a memorable experience. Mick & Mary Morley

Phone call from Mr John Olorenshaw, a founder member of SCCON (Bentley Continental)

Peter, we had a jolly good day at your 60 years event; we really did enjoy ourselves. We know how much work it takes from events we've organised in the past and we're glad it worked so well. And thanks for the write up about me in the brochure.

Phone conversation with Mrs Sylvia Olorenshaw

We thought it was absolutely superb, though unfortunately the wind was a menace. And how you got all those cars was wonderful. We thought the programme was marvellous. You all did a super job; it was fantastic.

E-mail from Hugh Back (1950 Land Rover in the car park)

Dear Peter, Many thanks for an excellent day. Well done under difficult, windy, cold conditions. Pity the Auster could not make it, but understandable. So the Healey won again!!! The programme brochure is a very interesting read, your work, I notice. Just finished it cover to cover. I will send it on to a Healey owning friend. The row of classics in the car park worked very well, thank you. Many interesting and some well restored cars to look at too. Thanks again. Regards, Hugh

E-mail from Leigh Trevail of Eastern Counties Motor Club.

Well done, good show and a very good brochure.

E-mail from Peter Horsburgh (Morris Mini Cooper S)

Peter, Many thanks for what was an excellent day at Kimberley Hall. We were very privileged to have our car on show and met a lot of interesting people during the day. Really a great success for SCCON.

Best Regards, Peter Horsburgh

E-mail from Richard Bailey of Nomads Classic Vehicle Club (Lotus Seven)

Hello Peter, We've just returned from Kimberley. An excellent day, very well organised. Shame about the Austers but the weather is outside our control. Just one comment, not a criticism, if you have a similar event in the future it might be worth considering a tannoy system to keep people abreast of developments, highlight some of the vehicles on display and promote SCCON. Hope to see you on the Classic Run. Richard Bailey

E-mail from Jack Sears, a SCCON Vice President (Ford Bullitt Mustang)

Dear Peter, Diana and I much enjoyed the Wheels vs Wings Show yesterday and I do congratulate you on the wonderful display of cars which you managed to obtain plus the aeroplanes and other interesting exhibits! It was also a joy for me to meet many old SCCON friends. It was really a grand occasion and well done to you and your team for organising it. Kindest regards, Jack Sears

E-mail from Dave Holman of the Association of Healey Owners (Healey Westland)

I had a brilliant day and can only thank you and your team for the opportunity and providing such a well organised event. Where else would you have the chance to see such a range of interesting cars. I hope Duncan got the Connaught running properly, I would have liked to have stayed and helped, but was getting that look from the Boss that it was really time to go! Sorry we won't be able to attend your classic run again this year, it always seems to clash with an Association of Healey Owners event and being a small club I feel I have to attend [apart from being on the committee etc]. Hope to see you soon, Dave

E-mail from Roy Ingram, Auster Club Safety Adviser

Peter, Two Auster pilots made it in!!! Charles in the YAK and me in the Vauxhall Astra! Gemma and I enjoyed the day, just a shame we couldn't fly in! Kind regards, Roy

E-mail from Geoff Bateman of SCCON (Porsche 944)

Dear Peter, Thanks for the update. I was really extremely impressed with the day. The organisational effort that must have gone into the event was definitely justified by the result. Maggy and I were amazed at the level of public support and I think that everyone we saw or spoke to enjoyed the day, despite the north easterly wind that was blowing. I think a big vote of thanks is in order to everyone who was on the organising team and everybody who helped out on the day. All we did was turn up and lounge about all day! All the best, Geoff Bateman

E-mail from David Levy of Fressingfield Oily Rag Club (Alfa Romeo GT)

Peter - I think that thanks are due to you all, it must have been an enormous amount of work. I brought a few friends along and we all had a really good day. I'm sorry we didn't meet up on the day but I don't know you by sight. Hopefully we'll meet somewhere - are you a FORC regular? Best wishes, David

E-mail from Roger Bennington, Managing Director of Stratton Motor Company and a Vice President of SCCON (Triumph TR7 V8 rally car, Aston Martin DB9 and Lotus Evora)

Well done. Kind regards, RJB

One of Paul Brunton's customers

"That was an absolutely fantastic day, awesome."

Stephen Archer (son of Douglas Archer who used to go rallying with Bob Bidewell) to Paul Brunton

"My Dad is over the moon with the programme I've given him, he was a great admirer of Ted Cleghorn."

Terry Wales of Beeston (who used to rally a Mk1 Escort)

"How lovely it was to see so many cars and so many faces from the past."

E-mail from Kevin Foley who lives near Kimberley Hall and helped us to advertise the event

Hi Peter, I just wanted to say what a great day Monday was. I did spot you a few times in your multi coloured hat but each time you were deep in conversation or busy directing the cars. I will try and ring you later this evening. Many thanks. Regards, Kevin

Conversation with Mr. & Mrs. Peter Hanman (1950 Dellow Mark1)

I thanked Peter for bringing his Dellow very early on Monday for Wally Webb's programme on BBC Radio Norfolk. He said "No problem, we really enjoyed the day. You did very well to get all those cars, and everyone in SCCON was so friendly."

E-mail from David Sullivan (Jaguar XK150 drop-head)

Dear Mr Riddle, Thanks for the day, which I enjoyed thoroughly despite the cold wind restricting the aerobatics. A great collection of cars in a truly wonderful setting. Best wishes, David Sullivan

Phone call from Alex at Andy's Ice Cream

Thanks for inviting us to Kimberley Hall. If that was your first public event, I am very surprised. We do hundreds per year and some that have been going for ages were not as well organised and friendly as your event.

E-mail from Duncan Rabaqati (Connaught L2 registered MPH996)

Thanks Peter, I thoroughly enjoyed the day at Kimberley, despite the misfiring engine, and I met lots of people..... I can't believe what people can remember !!! Look forward to meeting again. All the best, and many thanks to you for orchestrating my presence with MPH in Norfolk. Duncan

E-mail from Antony Fraser (Porsche 911GT3)

Top Event! Hullo Young Man,

Well now, congratulations on a top quality event, organised by a true wizard. I liked it all, from the Newmarket gallopers to the air display. And hey, who now doesn't want one of those Nanchang things? With machine guns though, obviously.....

Well done again - looking forward to next year..... Why are you running? Come back...! Peter....!

## BBC TREASURE QUEST - ON SUNDAY 1st MAY 2011

We were fortunate to be approached by BBC Radio Norfolk about a fortnight before our 60th Anniversary Wheels vs Wings event was to be held at Kimberley Hall. They asked me if we were willing to be the location of the first clue for their Treasure Quest programme on 1st May. This was such a good opportunity to publicise our event to a broader audience that I had to say yes. I was then asked to provide a car in which the clue could be hidden. My neighbour Clive Warren agreed to bring his Jowett Javelin to Kimberley Hall on both the Sunday before and on the Monday of the event proper. This is the car that would be representing 1951, the year when SCCON was founded.

I phoned Paul Hayes - "the Questmaster" at the BBC and told him the car would be a Jowett Javelin. He said that I would receive the clue in the post a couple of days beforehand, but that I must keep it a secret that Kimberley Hall was to feature as one of the locations on Treasure Quest.

When Sunday arrived, the Jowett was parked in front of the hall and the envelope with the clue in it was placed above the passenger side sun visor. At the start of the programme Becky Betts was at Thuxton from where she read out the first clue:

*"Home to a family with a literary name, one of whom equalled the eighth. Idle Yorkshiremen are responsible for what's like Tessa's tool."*

The first part is a reference to the family name of the Earls of Kimberley, former owners of Kimberley Hall. Their family name is Wodehouse and they are related to the author P.G. Wodehouse. The next line refers to the fact that Johnny Kimberley, the 4th Earl, was married no less than six times, equalling the marriages of King Henry VIII.

The reference to 'Idle Yorkshiremen' was because Jowett cars were built at Idle in Yorkshire, and Tessa's tool refers to Tessa Sanderson, the javelin athlete.

It all seems quite easy when you know. When Becky arrived at the gatehouse, Tara gave her one of our posters so she could read it as they drove up the drive, which gave a really good plug for Wheels vs Wings. Becky was very enthusiastic and found the clue inside the Jowett without too much difficulty.



Becky finds Clue 2 in Clive's Jowett Javelin



Julian and Josh Riley help Becky to solve Clue 2

## Marshals Post

**Upcoming events – Tibenham PCA, Norwich Forum, Midsummer Vintage & Classic Car Run, Snetterton Charity Car Push**

**Javelin's Jumbo Jymkhana on Sunday 15<sup>th</sup> May at RAF Debden (nr Saffron Walden) organised by Chelmsford Motor Club**

**East Anglian Classic Historic Road Rally on Sunday 19<sup>th</sup> June based at Barnham Broom organised by Chelmsford Motor Club**

**Further information (if any) available from David Bell on 01603 720871**

### **Closed roads: a brief explanation**

(extract from MSA News – May 2011)

With Parliament in recess, the government's announced consultation into closed road motor sport has yet to be enacted. As soon as it is, the MSA will ensure that the motor sport community is fully aware of any action required on its part to support the measure.

In the meantime, the MSA has received a number of enquiries regarding the current legislation governing road closure orders. For the sake of clarity, the following explanation may be useful.

Clearly, local authorities already have the power to close a road temporarily; they frequently do so for road works and utility services, as well as for community activities such as carnivals or fetes.

However, despite a road being closed, the actual process only removes the public's right to pass and repass, or in layman's terms, to use the road. The Road Traffic Act, for example, remains fully active. This affects both motor sport and other sporting activities such as cycle racing.

The more specific issue facing motor sport is that under Section 12 of the Road Traffic Act it is illegal to organise a motor race or a trial of speed on the public highway. The legislation states that it is not possible on mainland Britain to suspend the Road Traffic Act except by another Act of Parliament.

Consequently, while it is currently possible for the local authority to 'close' a road, the Road Traffic Act would still be in force – meaning that all vehicles would have to be road-legal, taxed and insured and would have to comply with existing legislation including speed limits and road markings, thus making many competitive events impossible.

The legislation being proposed by the MSA's campaign, will provide local authorities with the power to suspend the Road Traffic Act and associated Rights of Way in order that properly organised and permitted events could take place on the public highway on mainland Britain.

### **2011 / 12 12 Car Championship**

Organisers required – volunteers preferred

At the end of the Lyng Garage letters were distributed to current organisers and to those who had expressed an interest in having a go – the response has been under-whelming

Seven organising teams are required – at the moment four have stepped forward (September, October & November and one 'floater')

**Who wants to have a go?**

## 2011 Clubmans Championship

### Round 2 – Tuesday 24<sup>th</sup> May

Snetterton Production Car Autotest

High quality sealed surface Autotest

Big changes at Snetterton, the skid pan has gone but the paddock area has grown and with the move to a Tuesday the club should have access to a large area of tarmac

For those that have not experienced a club Autotest at Snetterton although the entry fee may appear high you do get quite a bit for your money:

Use of Tyrrells Restaurant

Paramedic coverage

Use of all the usual race circuit facilities

Get your entries in ASAP – entries limited to 20 – prompt 6pm start due to the strict 8pm curfew

Regs & Entry Form were included last month

### Round 3 – Thursday 23<sup>rd</sup> June

Tibenham Production Car Autotest

Good quality sealed surface Autotest

Regs & Entry Form should be included

### Round 4 – Sunday July

Scatter

Details to be published ASAP

Would anyone like to organise a Scatter?

At the moment the club is short of three organising teams for the scatters (Clubmans in July and September and New Year in January). Organising is fairly straight forward; all you need is a 'theme' and a bit of time to sort out the clues.

If no volunteers step forward then the scatters may disappear from the calendar.

### Round 5 – Sunday 21<sup>st</sup> August

Snetterton Production Car Autotest

Grass Autotest

# Clubmans Series Round 1

Results:

Car	Class	Driver	Total	o/a	Class
9	F	Rob Kitchen	748	1	
7	F	Mark Annison	756	2	1
13	F	Jonathan Stimpson	766	3	2
4	F	Joe Annison	770	4	3
10	F	John Peterson	778	5	4
15	F	Nick Wale	793	6	5
11	F	Neil Peterson	799	7	6
8	F	Rob Dominy			
17	F	John Wadeson	824	9	8
1	R	Jim Deacon	825	10	1
6	F	Alan Sampson	832	11	9
2	R	Chris Barns	834	12	2
12	F	David Leckie	861	13	10
14	F	Paul Brunton	864	14	11
3	R	James Willis	905	15	3
16	F	Candy Wadeson	946	16	12
5	F	Will Makins	1033	17	13

A sunny day and a good turnout. Thanks to the marshals Gill (Signing On and Results); Howard, Rob, Dan, Suzanne, Mandy & Donna (Test 1); Martin, Christine, Dan & Howard (Test 2); Rob, Suzanne, Donna, Mandy & David (Test 3); Martin, Christine, Suzanne, Mandy, Donna & David (Test 5); Rob & Howard (Test 6); and all the competitors and spectators. An extra thank you to Martin & Christine for picking up and delivering the furniture.

Championship Positions after round 1 (top 12):

<b>o/a</b>	<b>Driver</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>Total</b>
<b>1</b>	Rob Kitchen	23							23
<b>2</b>	Mark Annison	20							20
<b>3</b>	Jonathan Stimpson	18							18
<b>4</b>	Joe Annison	17							17
<b>5</b>	John Peterson	16							16
<b>6</b>	Nick Wale	15							15
<b>7</b>	Neil Peterson	13½							13½
<b>8</b>	Rob Dominy	13½							13½
<b>9</b>	John Wadeson	12							12
<b>10</b>	Jim Deacon	11							11
<b>11</b>	Alan Sampson	10							10
<b>12</b>	Chris Barns	9							9

## Road Rallying April Round Up

### KLDMC Club night – 6<sup>th</sup> April

Only really worth a mention because Alan & I upset the form book by not finishing last expert!

Map 132 (what was all that tosh about over use of 144?) based at the Anvil in Congham (passed by on the March Hare) and organised by Brian Cammack and Bob Baker, Brian (like Peter) is another fan of the off-piste board and with a different route (shorter) for the Novices a potential problem for the unwary.

The first section is usually tricky and this was no exception. A reference for the end control is usually a clue to be careful, two spot heights and a string of grid departs seemed straight forward enough but the correct route was not obvious. A loop through Roydon and the long white through GS7036 was the way to go although a lack of boards didn't do anything to fill Alan with confidence. Six avoids took us through Sandringham Country Park to TC2 west of Flitcham. Took a while to do the plotting but ended up following June & Ian so Alan was happy we were going the right way. Herringbone to TC3 south of West Raynham followed by clock face junction departs to TC4 (not very far away from TC3). Two coded spot heights to TC5 and we were on a roll with two cleaned sections. Results at TC5 showed us 2<sup>nd</sup> on 10 minutes behind Mark & Paul on a miserly 2 minutes.

Got a bit over confident on the next section (always a very good idea to plot the end control first if it's given!) as my route headed off eastwards when we should have been going west back towards West Raynham. Once I'd plotted the end control my mistake was obvious! This section was also the one with the off-piste board on a triangle – Alan took a lot of convincing – only one crew were caught out! The next section was defined by grid square departs

shown in a way that I've never come across so I'm going to save that one for a SCCoN 12 car! A string of grid lines and spot heights to TC8 north of Harpley, Junction colours to TC9 west of Harpley and that was that.

I have to admit that I thought Brian had misplaced our time card when he went through the results in the traditional manner (we're usually the first ones to get a mention) and we ended up 2<sup>nd</sup> o/a on 12 minutes well behind Mark & Paul on 2 minutes.

Alan & David – Car 5

### Danum – 16<sup>th</sup> /17<sup>th</sup> April

The fourth round of the EMAMC, ANCC and ANEMMC and fifth round of the ANWCC Championships, starting and finishing at Sherburn-in-Elmet (nr Tadcaster) using maps 105 & 106 again teamed up with Andy from Beverley & DMC. An event with a reputation for tricky navigation, not one for the pre-plot boys and girls.

Met Andy at the start, one of three navigators stood in a line at the entrance waiting for a lift – all three looking for a Proton. Scrutiny and signing on came and went with nothing left to do but sit around and wait for our start time. Navigation for the event is usually a hand out at every control with nothing to pre-plot; this year brought a slight change with most hand outs covering two or three sections.

The first section was no secret as rally HQ was on an airfield that also serves as the testing ground for Mintex and we could see lots of arrows and tape. Sure enough MTC1 was on the perimeter track and the bit we could see from the queue was a one kilometre blast down one side of the runway followed two minutes later by a blast up the other side. What we couldn't see was the first junction

which caused much confusion for many. The diagram showed a slot left off the perimeter track onto the main runway with a code board on the right hand side of the runway followed by a run down the left hand side. Unfortunately the slot left was a bit short of tape and arrows, we had a small wrong slot but on rejoining the correct route came across an earlier car parked up at the code board facing us. Not a good start to the night, but we were not alone.

Long run out to start of the main course near Stamford Bridge. The rest of the first half was fairly uneventful apart from picking up a police escort through Millington Pastures (a classic bit of Wold's road on 106 north east of Pocklington). The first half was made up mainly of standard sections timed to 2012 rules, even with some dodgy start clocks and time consuming navigation they were fairly easily cleanable. The exceptions were IRTC7 and IRTC18. IRTC7 saw most crews drop time, mainly due to a tardy start clock, even though the final kilometre was scrubbed. IRTC18 turned out to be the tie-breaker (in more ways than one) over Goodmanham Wold, local knowledge coming to the fore. The route was defined by avoid grid references (with the references written out as words – surprisingly harder to plot than it sounds) with a couple of NAMs finishing off on a white and a footpath just to the east of Market Weighton. At the finish the locals told us that once they saw the NAM diagrams they knew the route, but even the locals were caught out by the white. The whole of the first half had been run on smooth coloured roads; the last 500m were far from smooth. The white started off OK but progressively got rougher and rougher ending up with most cars spending more time airborne than on the road, I looked up to see the car plummeting vertically into a mega crater, at least Andy had the wheel to hang onto. As usual all my bits ended up well distributed

around the office as we landed with quite a big bang – it was all just a bit of a surprise! Made it to petrol and Andy reported that everything appeared to be where it should be and still pointing in the correct direction. Car 1 was not as lucky as they ended up with a strut poking up through the bonnet, Petrol saw us 14<sup>th</sup> o/a on 7:12 with Phil Burton / Sam Collis 1<sup>st</sup> o/a on 2:49.

The first section after petrol sorted out the result, although I'm fairly certain this came as a bit of a surprise to the organising team. The route was defined by a 5x5 grid containing tulips, NAMs and controls. There was talk at the finish about an error but I've been through it a couple of times and it all plots. Guy Robinson / Cath Woodman were now running first on the road with a 2 mile stretch of yellow before the first junction. For some reason car 2 slotted left at the first junction, followed at one minute intervals by cars 3, 4 and 5 with car 6 a non starter. Car 7 picked up the rapidly back-tracking convoy at just the right time, cleaned the section and won the event. Looking at the map it just looks like a guess at the expected route back-fired. The navigation was busy and it's also quite tricky picking out NTR whites in the heat of battle but most crews cleaned the section, in fact most crew cleaned the second half up to TTC33, then it was time for the sting in the tail!

We knew the final section would be another go at the airfield leaving just the one short regularity section to go. By now we were all back in order on our scheduled minute (well nearly all) after a long transport / time recover section. We were back on 105 between South Milford and the A1 (very close to an excellent PH in Ledsham) and the organisers had learnt a lesson from the Market Weighton white as we had been issued with a route amendment warning of a 'rough' white on this section.

Running at car 19 off we trotted, and they were correct – it was rough. Rough enough for car 17 to Get beached on the narrowest bit. Andy joined the pushers and we eventually got going. Now for the exciting bit! Car 3 (Andy Smith / Ali Procter in a bells & whistles RS2000 must have blagged a 2 minute gap behind us as they joined our dusty convoy just as we left the white. At the exit to the white it was L@T LWRT, 90R, 200, MR LWRT into the control. We all queued up to write down the board at the first triangle and then all hell broke loose. Car 18 hadn't had the best nights and he was busy trying to go the wrong way round the next triangle meeting car 17 trying to go the right way, meanwhile we had pulled over to let car 3 through and it must have been real brown trouser stuff for the occupants of cars 17 and 18 as car 3 took a rather interesting but very fast line over the middle of the triangle between the two cars and back onto the correct road.

Final section saw us almost a minute quicker than our first effort on a slightly longer version and that was that. Well organised, well marshalled, a lot more enjoyable than last year (and of interest to like-minded anoraks an event that satisfied all the proposed 2012 rule changes) good stuff.

We ended up 12<sup>th</sup> o/a on 12:37 behind the winners Phil Burton / Sam Collis on 5:20. The delay on the penultimate section probably cost us 2 minutes but made no difference to the result as we were just over 2 minutes behind the car in front (rather spookily car 3 on 10:33).

Andy & David Car 19

## Lonsdale Belt – 7<sup>th</sup> / 8<sup>th</sup> May

There's a space left so it might as well be filled with a bit of my May travels, also relevant as some of crews from the Danum feature in 'starring' roles.

The fifth round of the ANCC Championships, starting and finishing at Burton in Kendal services on the M6 (yes it is a long way) using maps 90, 91, 97 & 98 teamed up with Paul from Malton MC. A new event for me but Hugh did it last year with Brian Cammack and was impressed.

Pre-plot, two hours to plot the route and all fears of dust were dispelled after a torrential thunderstorm followed by heavy rain all night.

We had a steady night but the event will be remembered for two 'incidents'. Andy Smith (remember that name from the Danum) / Cath Woodman executed the perfect straight on at 'T' on one of the finest examples of a NAM junction in the full OS series. The other one involved the total destruction of one of the 'nicer' cars regularly seen on events driven by Steve Retchless (a name from the Motoring News days), a tank slapper got a bit out of hand ending up broadside against a substantial Cumbrian dry stone wall.

The first half was very nadgery made up of a string of 4 minute regularity sections following the M6 north as far as Shap. The second half running south over the ultra fast moorland roads to the east of the M6.

We ended up 13<sup>th</sup> o/a on 24:13 behind the winners Pete Tyson / Neil Harrison (Cooper S) on 13:29 but on the plus side we were 6 minutes ahead of the next car and just over 2 minutes behind 7<sup>th</sup> o/a. Another good event run over some 'interesting' roads, pre-plot is the way to go for 2012. Definitely a locals event, the winners blitzed the field but struggled on the Danum and the VK.

Paul & David Car 12



Miscellaneous

WHEELS vs. WINGS



Pictures supplied by Howard Joynt

WHEELS vs. WINGS



Pictures supplied by Howard Joynt

**Broads Explorer Classic Scatter**



Pictures supplied by Will Burchnall

Chris & Julian at Snetterton



Pictures supplied by Howard Joynt

# HEATHLANDS

Community Centre

**SUMMER FAIR SUNDAY 17<sup>th</sup> JULY 2011**

**Display of Classic and Interesting Motor Vehicles.**

If you would care to come and join us at the Summer Fair, and be part of our Display, please complete the following :-

**Name :**

**Address :**

**Telephone No. :**

**Make, Model & Year of Vehicle :**

You will be required to be in place by 11.30am, as the Fair opens at 12.00 noon. Departure should be no later than 4.30pm.

Completed form to : Jill Willott, 58 Mill Road, Blofield, Norwich.  
NR13 4QS ..... Tel. 01603 714164

**AN OPPORTUNITY TO GO GT RACING AT SNETTERTON WITH STRATTON MOTOR COMPANY**

Roger Bennington, who so kindly lent us his TR7 V8 rally car plus a new Lotus Evora and an Aston Martin DB9 needs more people for his pit crews for the Aston Martin Owners' Club Snetterton 300 races next Bank Holiday weekend. There is a superb line-up of races including the AMR GT4 Challenge, the Heritage Grand Touring Car Challenge and the Aston Martin Owners Club GT Enduro race and Roger is looking after several classic and modern Aston Martins and Lotus's. Volunteers will have to be there on Friday 27th May to learn the ropes during practice as well as on Saturday 28th May for the racing. It won't cost anything and Stratton Motor Company's catering truck is as big as any!

If any SCCON members or friends are interested, please ring Peter Riddle 01953-601174 or David Leckie 01603-893294 who can give you more details and put you in touch with Roger.

**ADVANCE INFORMATION - THE HEART FOUNDATION DAY AT SNETTERTON IS BACK**

Older members of SCCON will remember the British Heart Foundation days that were run at Snetterton until about ten years ago. The idea is that a huge variety of competition cars and supercars, run three lap stints and members of the public can pay to have passenger rides in the car (or cars) of their choice. The price is higher for the most attractive and the very expensive cars! This year it is also proposed to offer rides in classic cars on the new Snetterton 100 inner circuit. The drivers get some free track time (though they mustn't try too hard!) and all the profits go to support the British Heart Foundation charity. There is an opportunity for SCCON to help with the organisation and to provide some of the cars. Please put the date of Saturday 26th November in your diary now.

**SNETTERTON PRODUCTION CAR AUTOTEST**

**Tuesday 24<sup>th</sup> May**

**Plea for marshals**

**Can you help**

**Signing On from 5pm**

**Tests start at 6pm prompt**

**Tests finish at 8pm**

**Minimum of six crews needed**

**Please contact David Bell on 01603 720871**

**Entries still available**

**Maximum of 20**

**As at Saturday 14<sup>th</sup> May 10 entries have been received**