

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2012



photo courtesy of John Overton

One for the anoraks

Events in July

**Sunday
8th July**

Waterbeach Autosolo

Waterbeach Barracks

**Contact
David Bell**

**Thursday
19th July**

Clubnight

Ugly Bug Inn

**Contact
Howard Joynt**

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Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

Included with this edition:

[Spotlight by Email
Registration Form](#)

[Waterbeach Autosolo
Regs & Entry Form](#)

[Tibenham Autosolo
Regs & Entry Form](#)

[Paul & Nick's Summer Scatter
Regs & Entry Form](#)

Anglian AutoSOLO
Challenge

Autosolo & Autotest

Waterbeach Barracks
Sunday 8th July

Anglian AutoSOLO
Challenge

Autosolo & Autotest

Tibenham Airfield
Sunday 12th August

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 19th July** for the next Natter & Noggin

Diary Dates

Wednesday 4th July
Management Meeting at the Ugly Bug Inn, Colton

Thursday 19th July
Club night at the Ugly Bug Inn, Colton

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

**Sunday 12th August
Clubmans Round 6
Tibenhams Autosolo**

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

**Sunday 19th August
Clubmans Round 7
Navigational Scatter**

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

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

Friday 28th September
12 Car Round 1
P & H Novice

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.

Sunday 1st July
Javelins Jumbo Jymkhana

Sunday 8th July
Waterbeach Autosolo

Sunday 12^h August
Clubmans Round 6
Tibenhams Autosolo

Monday 27th August
Hutton Kitchens Brands Hatch
Summer Stage Rally

Friday 28th September
12 Car Round 1
P & H Novice

Sunday 21st October
Lynn Charity Stages

Paul & Nick's Summer Scatter

Sunday 19th August

Round 7 of the 2012
Clubmans Championship

Fakenham Racecourse

[Ugly Bug Inn, Colton](#)



2012 Dates	Event	Champ.	Contact(s)
Monday 2 nd January	New Year Treasure Hunt & Scatter	Clubmans	Howard Joynt & Bernie Fox
Thursday 19 ^h January	Club night		
?	Production Car Autotest	Clubmans	John Peterson
Friday 27 th January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 th February	Club night		
Friday 24 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 9 th March	March Hare		Ian Doble
Thursday 15 th March	Club night		
Friday 30 th March	12 Car	12 Car	Chris More
Thursday 19 th April	Club night		
?	Broads Explorer Classic Scatter		Howard Joynt
Sunday 29 th April	Autosolo	Clubmans	
Thursday 17 th May	AGM		David Leckie
?	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 14 th June	Production Car Autotest	Clubmans	David Bell
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
?	Autosolo	Clubmans	
Thursday 19 th July	Club night		
Thursday 16 ^h August	Club night		
Sunday 19 th August	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Thursday 20 th September	Club night		
Friday 28 th September	12 Car	12 Car	David & Katy Leckie
Thursday 18 th October	Club night		
Friday 26 th October	12 Car	12 Car	Jonathan Stimpson
Sunday 4 th November	Production Car Trial	Clubmans	David Leckie
Thursday 15 th November	Club night		
Friday 30 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 20 th December	Club night		

www.scon.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Chairman's Reporting July ish

Hi everyone, are you having a nice summer so far, have I missed it or is it still on the way?

Christine and I attended three events this month.

East Anglian Classic, run by our friends from Chelmsford Motor Club, this event takes in some short timed sections of farm tracks and airfields as well as the art form which is the timed regularity sections.

Along with a good crew of SCCoN club members we marshalling at Larkshall (a short farm track). Our team looked after the start line and some of coned corners. I know the guys at the start were very busy, and we did have a few of the drivers who made mistakes driving the wrong way around the cones and getting lost. One driver even turned right and disappeared behind Mike Lambert only to reappear a couple of minutes later and rejoin the route (and still get it wrong again near us).

After a couple of hours of waiting and running the stage, we shut down the site and moved onto Thorpe Abbots on the 100th Bomber Airfield.

We had to set everything up for the two tests here, Julian Riley and Chris Edwards set the first and Christine, Phil, Suzanne and I set the second.

We were quite short of Marshals here so we spread out to cover all areas.

It did seem to run very well given the low number of marshals.

After we tidied up the venue the whole team nipped around the corner to base Mess and control

tower. While Christine and others were taking refreshments, Andy Lawson and I had a birds eye view over the base from the top of the control tower where one of the volunteers told us about the base during the 1940's. The place was massive; it is well worth another visit this year sometime.

June 22nd, 23rd, and 24th.

This was my busiest weekend this year, two events in three days.

Midland Rally June 22nd 23rd.

Julian Riley and I were starting our second rally of the season; our normal service crew were busy getting ready for the Classic Run on Sunday.

Step forward the other A Team, Phil Newson and Josh Riley. Josh did not know we needed to have some help until Thursday Night, so he jumped in at the deep end. We all met at the rally base in Mallory Park race circuit at around 4 o'clock, looking forward to starting at around 5.30 with five stages tonight.

Race suits on we were off to the town centre start, lots of local interest, but an odd place to start a rally.

All the stages are quite short on this rally the first two were 2.1 and 2.4 miles long on a parkland road, with a jump over the canal towards the end. There were two cars out of the event after the first mile because they had hit the straw bale chicane; another had not done much better after jumping the canal bridge and breaking the sump.

We then had two stages of lapping Mallory Park, after tips from Julian we were able to put up a good stage time going flat out up to the hairpin corner where I might have

lifted of the throttle.

The last stage of the night was a half mile around the council offices (what a waste of effort) where I thought we were lost at one point taking just 46 seconds to do. This was shorter than one of our auto solo tests.

It was only then we could go back to service at Mallory, when Phil and Josh jumped into life checking the car over and topping up with fuel ready the next days games. We put the car into parc ferme early as we needed to get to the hotel and find food and drink at 11.00 before going to bed.

A late night finish and an early start in the morning.

We were looking forward to another 18 stages today, starting how we started last night with two stages on Arbury Hall + six more stages before returning to service. Each loop of stages was made up of short parkland and long airfield type stages on the test track of MIRA. I/we enjoyed the parkland stages but the route on MIRA was not very well marked and it was only too easy to take a wrong turning.

Most of the day the engine did not feel quite right, and after landing after a jump it would only tick over at 2,000 rpm. We had also picked up a high speed misfire which was getting worse as the day went on. At service we checked over every electrical plug and connection in the engine bay, everything ran fine until it was put under stress at high speed on MIRA. We stopped mid-stage on stages 21 and 22 managing to limp out after a lot of time loss. As we left the stage 22 the car stopped not wanting to restart, it was the end of the rally for us.

Josh and Phil brought the trailer to the MIRA gate where we loaded up to go home.

I must say I was really totally Knackered by the time we got home at 10.00 o'clock, and then I had to load up the MG estate ready for the Classic run in the morning.

June 24th. Classic Car Run.

For the last few weeks my team and I have been organising the Classic Car Run, and it just had to be on the same weekend as the rally and two other classic type of events (never mind).

We had 95 entries which was a little down on the last few years, but was OK considering everything else which was going on.

Lots of people must have been looking at the weather on Saturday, as we had around 10 cars not showing up (some said it might rain a little).

This year everyone seemed reluctant to start, was it the weather or that they were all interested in the Bacon roll and tea.

I flagged the cars away at the gates, and the sun came out as

the last three cars left, I walked back to signing on, and felt a few drops of rain no worries it would not last long. Wrong!!! By the time I reached signing on tent, the heavens opened up and it was raining so hard you could not see the other end of the car park.

We gathered all the boxes of paperwork and loaded them in the car, ready for our chase behind the field as course closing. It was not long before Phil Webb was phoning to say about warning the cars of local flooding. I think most drivers had already found that out.

Most cars made it to the first check point with no problems.

Julian and Sara Riley were driving with no roof so they just shoot past because they did not want to fill the car all the way to the top with water.

We all moved onto Waxham Barns, were lots of the entries were able to park in front of the barn for photographs, then top up with tea, coffee and cakes. We did find out at the finish some had popped into the barns first then back tracked to a pub just down the road, with others going on to Happisburgh to the pubs there.

As everyone moved onto the finish

at Mannington Hall the sun started to shine and we all started to forget the poor weather at the start in the morning.

Autosolo Series 2012

The next round is back at Waterbeach where Eastern Counties Motor Club are taking their turn at running the event on July 8th. Please support them by either entering or marshalling. To help to marshal you will need to register your details.

For details go to the link on our web pages.

August 12th Tibenham. Round 4.

We are returning to Tibenham for our second visit with the Autosolo series. We have booked better weather this time, the toilets, and clubhouse will be open again.

Please come along if you have never done this type of event or any other motor sport event please come along and the team will give you all the help you need to start.

Regs are included in this copy of your club newsletter.

Following the recent increase in postal charges the Management Team have decided to give Club Members the option to receive their monthly edition of Spotlight electronically instead of a paper copy through the post

There is a simple registration form to complete included with this edition

The newsletter will be placed on the club's web space and a link will be emailed to Club Members who register

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201207.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

Adobe Acrobat Reader is available as a free download from get.adobe.com/uk/reader/

Marshals Post

Upcoming club events – Tibenham Autosolo, P & H Novice 12 Car

Other clubs:

Javelins Jumbo Jymkhana on Sunday 1st July at Carver Barracks (near Saffron Walden) organised by Chelmsford Motor Club

*Waterbeach Autosolo and Autotest on Sunday 8th July at Waterbeach Barracks (near Cambridge) organised by Eastern Counties Motor Club & West Suffolk Motor Club. **MARSHALS REQUIRED PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP***

Hutton Kitchens Brands Hatch Summer Stage Rally on Bank Holiday Monday 27th August at Brands Hatch Circuit organised by Chelmsford Motor Club

Lynn Charity Stages on Sunday 21st October at Sculthorpe (near Fakenham) organised by King's Lynn & District Motor Club

Further information (if any) available from David Bell on 01603 720871 – there are also links to the relevant sites on the Marshals page on the club website (www.scon.co.uk/SCCoNMarshals.htm) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Upcoming Events page on the club website (www.scon.co.uk/SCCoNCalendar.htm)

Waterbeach Autosolo & Autotest

Sunday 8th July

As well as being the 3rd event in the Anglian AutoSOLO Championship



To help celebrate National Motorsport Week Chelmsford Motor Club and Eastern Counties Motor Club are pleased to announce the National Motorsport Week Challenge – a trophy to be awarded to the lowest aggregate score on Javalin's Jumbo Jymkhana on 1st July and Waterbeach Autosolo on 8th July



AutoHAVaGO

Next week is National Motorsport Week, designed to encourage people to try Motorsport. The first round of the Challenge is the JJJ next weekend. The second is the ECMC / WSMC Autosolo and Autotest at Waterbeach and we want to try something different. We want to enter the spirit of NMW by suggesting that, if you've wondered about Autosolos you come along and Marshal in the morning so you can see the tests and understand what happens. In the afternoon you can sign on as a competitor and do the afternoon tests. You will have a time card but we won't add you into the results. You will be able to see how well you are doing without anyone else knowing your times (so you keep all your bragging rights), but you will do the same tests as the rest. We will need to charge £10 to cover the MSA fees but you won't find a cheaper day of fun anywhere else.

Road Rallying June Round Up

Percy

GPMC Memorial – 12th / 13th May

The 5th round of the ANCC and 10th round of the ANWCC Championships; starting as usual at Myerscough College near Bilsborrow, finishing a bit further south near Preston, maps 97, 98, 102 & 103 and teamed up with Dave in Kermit.

100% pre-plot with a clockwise run starting on 102 onto 97, 98, 103 and finishing back on 102. We had a rally of mixed fortunes along the lines of bad luck, bad luck, good luck, self inflicted bad luck and then very good luck to actually get a finish.

The first bid of bad luck came at TC2 – very much a case of being in the wrong place at the wrong time. Although it is pre-plot the control locations are secret (not really very secret but secret enough to keep the MSA happy). I knew TC2 was located somewhere near a bridge over the M6 and just as we were turning right onto the yellow to the bridge we had to park up as a convoy of rally cars was heading towards us fairly rapidly. What do you do, well I sat for 5 minutes trying to work out what I'd done wrong only to give up and follow my plotted route. At TC2 the problem was solved, after the first 11 cars had been through a 'fan' had decided to come and watch in his JCB. The convoy of cars were numbers 12 thru 16 who had had to turn around after chatting to the 'fan' – one minute earlier or one minute later I don't think we'd have had a problem,.

The photo will give a clue to second bit of bad luck, Cut from TC2 to TC3 and then fell foul of the ford on the Kit Brow white (102 / 4956). Stuck in the ford for 5 minutes, came out on the key with a bit of a push from Dan Willan



and friends and then parked up for 10 minutes before it fired up again.

No problems to petrol (TC8) to the bit of good luck (sections up to TC3 scrubbed) which was immediately over shadowed by the self inflicted bad luck, I hadn't really paid enough attention to the time cards, the regs said recover all lost time at MC3 but sitting in the garage it was obvious that MC2 to MC3 was probably going to be a dropper (32 minutes to cover 16 miles and fill up with petrol) further complicated by the route card stating that time recovery between MC2 and MC3 was covered by the ¾ rule. Not good news for a crew already 20 minutes into lateness which became 23 minutes by the time we'd arrived at MC3.

The organisers find themselves between a rock and a hard place running an event in the summer – we were scheduled to finish at 3:15 am and it was already getting light by 3.

The second half became a damage limitation exercise as it was only a matter of time before we went OTL. We cut out a loop recovering 15 minutes at the cost of 3 controls. Fortunately the loop had no passage checks or secret checks and we made it to the finish with a few minutes to spare.

The event is always well put together and this year was no

exception but unfortunately it is always let down by the results team and again this year was no exception.

I don't usually leave before the results are declared but I had to have my car out of the College car park by 6 so after 2 hours with no results I left. Again this was a mistake as the results that I eventually received bore no relation to what had gone down on my time cards – however with 1st o/a on 3:14 (Steve Head / Iain Tullie) and 20th o/a on 18:44 my 3 fails ensured a lowly finish.

I was quite surprised to see our penalties listed at 2f and 45:38. OK, the 2f must have been a typo but 45 minutes penalty on an event where we actually dropped time on the only section that allowed make up was a puzzle. We would have gone OTL after TC14 (missing out TC15, TC16 & NTC17 to rejoin at TC18) but I reckon we'd lost about 10 minutes penalty free at TC2 / TC3). Even more of a puzzle was the fact that we only dropped 5 minutes on the section where we were stuck in the ford.

A closer inspection of time card 2 showed that the results team had probably given up by the time they got down the losers with fails. We were credited with a 2 minute penalty at TC15, a fail at TC16, a fail at NTC17 and 14 minutes at TC18. We should have had fails at the three controls and no penalty at TC18 leaving us on a more realistic 3f 29 minutes. At the end of the day it made no difference to our final position 28th o/a out of 34 finishers.

I don't know what the problem is producing results; all you need is a nobby spreadsheet and someone who is still awake.



2012 Clubmans Series Championship

Provisional Calendar

Round 1 – Monday 2nd January

Scatter

Round 2 – POSTPONED?

Production Car Autotest (Grass - Snetterton)

Round 3 – Sunday 29th April

Dual Permit Clubman Autosolo and Autotest

Round 4 – tbc

Production Car Autotest (Sealed – Snetterton)

Round 5 – Thursday 14th June

Production Car Autotest (Sealed – Tibenham)

Round 6 – Sunday 12th August

Dual Permit Clubman Autosolo and Autotest

Round 7 – Sunday 19th August

Scatter

Round 8 – Sunday 4th November

Production Car Trial (Lyng)

One or two changes to the Provisional Calendar:

Round 4 (PCA) is looking for a date change – perhaps not July

Round 7 (Scatter) will be organised by Paul Brunton & Nick Wale

Clubmans Series Round 5

Tibenham

Car	Class	Driver	Driver	Total	o/a	Class
6	F	Jonathan Stimpson	Ken Stimpson	352	1	
1	F	John Peterson	Sam Wadeson	352	2	1
3	F	John Wadeson	Candy Wadeson	355	3	2
8	F	Ian Doble	Gill Doble	357	4	3
5	F	Robert Aldous	David Mann	361	5	4
11	F	David Mann	Robert Aldous	365	6	5
10	F	Nick Barrett	Ben Cutting	374	7	6
4	F	Ben Cutting	Nick Barrett	378	8	9
7	F	Garth Collier	Sharron Durrant	403	9	8
9	F	Candy Wadeson	John Wadeson	407	10	9
13	F	Richard Leggett	Tom Wadeson	421	11	10
2	R	Alan Nobbs	Erica Nobbs	430	11	1
12	R	Geoff Bateman		DNS		

A not raining day and a medium turnout Thanks to the marshals Howard & Mike (Set Up), Howard, Rob, Christine, Suzanne & Donna (Test 1), Maggy, Bryan & Mike (Test 2), Martin & Everyone Who Helped (Clear Up), Fat Controller (Admin) and all the competitors and spectators. Again an extra thank you to Martin & Christine for picking up and delivering the furniture and also to Bryan Tooke who turned up to watch but ended up playing a crucial member of the Test 2 team.. Very close at the top with Jonathan taking victory due to being faster on the first run at test 1. Two tests with four runs at each test, as it turned out the organising team could have been a bit more ambitious but it's always tricky guesstimating how things will turn out.

Championship Positions after round 5 (top 20):

o/a	Driver	1	2	3	4	5	6	7	8	Total
1	John Peterson	8		21		15				44
2	John Wadeson			16		13				29
3	David Mann	13				10				23
4	Sam Headland			7		15				22
5	Garth Collier			13		7				20
6	Simon Riley	19								19
7	Wendy Burge	19								19
8	Geoff Bateman	7		11						18
9	Jonathan Stimpson					18				18
10	Josh Ward			18						18
11	Ken Stimpson					18				18
12	Debbie Wale	16								16
13	Katrina Brunton	16								16
14	Nick Wale	16								16
15	Paul Brunton	16								16
16	Candy Wadeson			9		6				15
17	Chris Barns			15						15
18	David Daniels			14						14
19	Julian Riley	14								14
20	Sara Riley	14								14

Anglian AutoSOLO Challenge

Eastern Counties Motor Club - Sporting Car Club of Norfolk - West Suffolk Motor Club

Results are available for the first event

SCCoN Sunday 29th April Tibenham Autosolo and Autotest

Results are available for the second event

WSMC Sunday 20th May McCullough's Waterbeach Autosolo and Autotest

Regs are now available for the third event

ECMC Sunday 8th July Waterbeach Autosolo and Autotest

Regs are now available for the fourth event

SCCoN Sunday 12th August Tibenham Autosolo and Autotest

What is the difference between a Clubman Autotest (CA) and a Production Car Autotest (PCA)?

The AutoSOLO Challenge is running under a dual CA permit whereas the club's usual events run under a PCA permit.

The main difference as far as club members are concerned is for a **PCA** the driver **MUST** have a passenger and for a **CA** the driver **MUST NOT** have a passenger.

Slightly more technical (and not really of any interest) differences are that the fee per driver paid to the MSA is different (**CA** £5.55, **PCA** £3.95) and timing (**CA** timed to the previous tenth of a second, **PCA** timed to the previous second).

Why dual permit?

The MSA rules for an AutoSOLO stipulate that the car **MUST BE ROAD LEGAL AND DRIVEN TO THE EVENT**, however for an Autotest the car does not have to be road legal and can be trailed to the event.

Who is going to Waterbeach? **MARSHALS AND COMPETITORS REQUIRED**

Who is going to Tibenham? **MARSHALS AND COMPETITORS REQUIRED**

www.scccon.org.uk/aac12

Miscellaneous



"When Reliability Matters"

About Us

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

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

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

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



 Ordnance Survey[®]			
	Title	Pub Date	Edition
131	Boston & Spalding	22/02/12	D2
132	North West Norfolk, King's Lynn & Fakenham	30/03/11	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	06/10/09	D2
134	Norwich & The Broads, Great Yarmouth	11/12/09	D2
143	Ely & Wisbech, Downham Market	17/11/08	D1
144	Thetford & Diss, Breckland & Wymondham	18/04/11	B3
154	Cambridge & Newmarket, Saffron Walden	13/11/09	D2
155	Bury St Edmunds, Sudbury & Stowmarket	12/01/12	<u>D2</u>
156	Saxmundham, Aldeburgh & Southwold	27/08/08	B2

Article by Ian Mills from Motorsport News (June 13th 2012)

“Navigator is an essential part of a road rally car”

It seems that drivers are obsessed with finding the latest component to give their road rally car that extra boost of performance. Usually this involves a fixation with engines, gearboxes, brakes or tyres. I'd like to suggest an item that really should be given serious consideration. It's called Navigator.

The workings of Navigator are a total mystery to many drivers and its importance can often be overlooked, so here are a few tips on its application and use.

Like new brakes and engines Navigator needs some time to bed in. You won't be able to get optimum performance straight out of the box. It's therefore preferable to go for a second hand model but a good one of these can be very hard to get hold of.

It comes in either male or female models. There isn't any much of a performance difference between the two options, although those with female connections tend to be smaller, are generally better looking and emit fewer odours.

Navigator is self installing; nevertheless care should be taken with preparation of the fitment in which it will sit. It can emit a whining noise if not seated correctly. However it's important to note that a Navigator which is totally silent isn't working properly, but be warned normal vocal activity followed by a sudden silence can indicate the onset of 'Barfing' (see below).

It's unusual, but not unknown, for Navigator to develop a leak during a rally however a major design flaw on some models causes them to lose a large amount of their internal content at regular intervals.

Once this 'Barfing' starts it's very difficult to stop and can cause a significant drop off in performance.

A Navigator which has performed faultlessly for years can suddenly develop the problem. This issue can sometimes be resolved with the application of Kwells, or some such preparation, and this is applicable can be used before and during an event.

During rallies you may find that Navigator suffers from 'Wrong Slot'.

It's no good as a driver getting worked up about this affliction, keep calm and Navigator should rectify the problem on its own.

As with so many other failures that Navigator can have, swearing and shouting at the part won't help and is likely to cause it to slow down in its function.

In summary, Navigator is an essential component for any road rally car; in fact you won't get anywhere if you don't have one. Look after your Navigator and it will give you many nights of pleasure.

Don't forget the slogan: "***Navigator—you'd be lost without it!***"