

SCCOCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

November 2016

Snetterton Grass Production Car Autotest

Sunday 11th December



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Downloads available:

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

[Lyng Garage Trial
Regs & Entry Form](#)

[Waveney Mushrooms 12 Car
Regs & Entry Form](#)

[Snetterton Grass PCA
Regs & Entry Form](#)

The Latest ...

Social Events

Howard – Social Secretary:

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

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **White Horse**

Please join us at the **White Horse** on 17th November for the next Natter & Noggin

Diary Dates

Wednesday 2nd November
Management Meeting

**Sunday 6th November
Wethersfield Targa
Chelmsford Motor Club
2016 AMSC Targa
Challenge Round 6**

**Sunday 13th November
Lyng Trial
2016 / 2017 AMSC Trials
Challenge Round 4**

Thursday 17th November
Club night at the White Horse,
Trowse

**Saturday 19th November
Debden Targa
Wickford Auto Club
2016 AMSC Targa
Challenge Round 4
NEW DATE**

Friday 25th November
12 Car Round 2
Waveney Mushrooms

Wednesday 7th December
Management Meeting

**Sunday 11th December
Snetterton Grass PCA**

Thursday 15th December
Christmas Natter & Noggin at
the White Horse, Trowse

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting David Bell.

Sunday 6th November
Wethersfield Targa
MDPGA Wethersfield
nr Braintree

Sunday 13th November
Lyng Trial
nr Dereham

Saturday 19th November
Debden Targa
Carver Barracks
nr Saffron Walden

Friday 25th November
12 Car Round 2
Waveney Mushrooms

Sunday 11th December
Snetterton Grass PCA

**Waveney
Mushrooms
12 Car**

**Friday
25th November**

[Caistor Hall Hotel Caistor St Edmunds Norwich NR14 8QN](http://www.caistorhallhotel.co.uk)



2016 Dates	Event	Champ.	Contact(s)
Friday 15 th January	12 Car	12 Car	Gordon & George Shipley
Thursday 21 st January	Club night		
Friday 5 th February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 19 th February	Club night		
Friday 26 th February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 17 th March	Club night		
Friday 18 th March	12 Car	12 Car	Jonathan Stimpson
Sunday 3 rd April	AutoSOLO		Martin Newson
Thursday 21 st April	Club night		
Wednesday 18 th May	AGM		David Leckie
Thursday 15 th June	Club night		
Sunday 19 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 21 st July	Club night		
Sunday 7 th August	Cromer Soapbox Derby		Lorraine Annison
Sunday 14 th August	AMSC 12 Car Regularity Run		Martin Newson
Thursday 18 th August	Club night		
Thursday 15 th September	Club night		
Thursday 20 th October	Club night		
Friday 21st October	12 Car	12 Car	David Leckie
Saturday 12 th November	Awards Presentation		Pat Ward
Sunday 13 th November	Trial		David Leckie
Thursday 17 th November	Club night		
Friday 25 th November	12 Car	12 Car	David Mann & Robert Aldous
Sunday 11 th December	PCA		Howard Joynt
Thursday 15 th December	Club night		

www.scon.co.uk/index.html

Chairman's Chat November 2016

Well here we are again in November, you might have noticed that this issue is early this time, well not early just getting back on to time in the month. The mitigating reasons are we were not at home to do it we were charging up to Scotland

Our trip to Mull was a bit different, this year we were not taking part just being there with no real plans for the week. Each morning was going to be an adventure, no recce, no filling cans with fuel, no chasing around. Just chilling out.

We managed to take in some sights and sounds we had not had the time for before. I know it is a long way to go but we still think it is worth the trip.

I have stolen a couple of reports from some who were there and taking part.

Last weekend (23rd October) was the last round of the AMSC AutoSOLO and Autotest series. This round was held at the Debden airfield by the WSMC team, with an entry of 47 cars we were very busy. The team from SCCON was looking after test two. Christine helped with the morning shift but at lunchtime her job role changed to caterer as she was preparing the end of series buffet for everyone. Cindy Boot and Caroline Cruz supplied some home cooking for everyone, the whole event was well received. While the entries and marshals eat, drank and told stories of the days adventures Dave Bell was able to bring together the results for the day and the series. We are now looking forward to 2017 events, dates and venues are now being sorted out and these soon be released.

Please don't forget two important events early this month, all on one weekend

Saturday 12th November. Charity Event at Caistor Hall Hotel.

On the night, we will be awarding the trophies for 2015/16. Do you think you have one won? Come along get your tickets from Pat Ward. Enjoy a charity night evening of entertainment at Caistor Hall Hotel with classical soprano and musical theatre singer Hayley Moss, better known as "Street Soprano". Dance the night away at the disco and tuck into the delicious finger food buffet.

Take part in the charity auction with prizes from local beauty salons, restaurants, and much more.

To book your tickets please contact Pat Ward on 07880 703 568.

Sunday 13th November Lyng Garage Trial at Cadders Hill Lyng Norfolk

We are looking to run a minimum of four tests in the usual morning and afternoon formats. We need your help on this one, have you entered? No. if you have not put that entry in yet please come and marshal. You will have a fun day with our drivers and the free food and drink from Christine all day.

Entries, contact Dave Bell, Mousehold Cottages 97 Norwich Road Rackheath Norwich Norfolk NR13 6FB Tel: 01603 720871 Email:percy@sccon.co.uk

Please contact Howard Joynt if you could come out to marshal text his mobile 07917 060052 howardjoynt@googlemail.com

MacCRONE WINS EMOTIONAL BEATSON'S MULL RALLY

Twelve months after being involved in the terrible crash which claimed the life of his close friend and co-driver, Andy Mort, John MacCrone claimed an emotional win in the Beatson's Mull Rally.

The Dervaig driver, piloting his Ford Fiesta R5, and reunited with co-driver Stuart Loudon, with whom he took victory in 2013, won a thrilling battle with his old rival, nine-time winner Callum Duffy. The pair were separated by just 18-seconds as they entered the final 15-mile test at Glen Aros/Calgary Bay, in the pitch black of the Inner Hebridean island, at 1.24am. As the two drivers strived to shave every second they could off their time, it was Duffy who topped the timesheet, stopping the clock in 13mins 16secs. In an incredible finish, MacCrone was slower, managing 13m24s, but the gap was enough to ensure he took the win by just 10s, at the end of 18 stages and a dramatic 160 miles. MacCrone, understandably, was overcome by the emotion of the victory, sitting in his Fiesta with his head in his hands, being comforted by Loudon, for minutes after they had crossed the finish line. And after being comforted further by family and team members, MacCrone emerged from the car to first be hugged by Duffy, and then dedicate the win to Andy.

"It's been a difficult year for me," he said, fighting to control his voice, and glancing at the tribute, 'Morty', on his car. "This wins for Andrew; that's all that's on my mind at the moment. I'm happy to have done it for him."

To come back to contest the rally again, just a year after the high-profile crash — and with the weight on his shoulders — MacCrone showed his strength of character. To win it was, perhaps, destiny.

MacCrone had led the rally from the opening test, the 6.77-miler at Mishnish Lochs, when he was 5s quicker than Duffy. By the end of the opening five stages, fought out in the dark and in changeable weather conditions, MacCrone had increased the gap to 45s. The core of the rally was fought in daylight, through Saturday afternoon. Nine stages saw Duffy narrowly close the gap

to 36s, as driving rain made tyre choice for the 150-car field crucially important. But just as MacCrone thought he possibly was in complete control of the rally, there was another cruel twist on the opening stage of the closing four tests. As the autumn darkness shrouded the island, he emerged from SS15 — the 21.89-miler at Calgary Bay, and the longest of the rally — believing his bid to win had gone.

“We’ve broken a driveshaft six miles from the end of the stage: we need to go and get it replaced,” he stated, before heading off into the darkness.

With only 16-minutes to the start of the next stage at Ben More, MacCrone’s crew fitted a new driveshaft at the side of the road in three-minutes. It was ‘game on’. At the end of SS15, his lead was down to 22s. Another 4s evaporated over the next two stages before he entered the nail-biting and dramatic finale. Duffy meanwhile was magnanimous in defeat, praising the strength and character of his friend. “Mull is a close family, and we all know what John has gone through over the last 12 months,” he said. “Of course I wanted to win the rally, but perhaps the year it was meant for John, and who am I to question that. “I cooked four tyres in the final stage, because I was really going for it,” Duffy, piloting his bespoke Skoda S2500 on the island for the first time, laughed. “We had a clean enough run through the stage, but our tyres were off, but we did the best with what we had.”

Irishman Derek McGeehan from Draperston, driving his Mini WRC, took his first podium by finishing third. But such was the pace of the Dervaig duo that he finished 8m 43s behind Duffy.

Earlier in the day, five-times Scottish rally champ David Bogie had looked on for a podium on his Mull debut. But a combination of the treacherous conditions and broken wiper motor saw him drop back to fourth. Worse though was to follow when, early in SS15, he went off in his MkII Ford Escort and was forced to retire.

There was disappointment too for Paul Mackinnon, many people’s pre-event favourite. After dropping almost 7mins on the opening stage, when he went off in his Subaru Impreza, the Tobermory driver set a series of fastest stage times. His fightback though ended on SS7 at Loch Kinloch when he spun his Impreza, blocking the stage and causing a 35min stoppage.

And while the top five was complete by the Subaru Impreza of Shaun Sinclair from Connel, and Huddersfield’s Matt Tarbutt in another Impreza, the fight for the final five places were covered by just 23s.

Jim McGill

BEATSON’S MULL RALLY — Result (Provisional):

1. John MacCrone (Dervaig)/Stuart Loudon (Uddingston) Ford Fiesta R5 2hrs 19mins 32secs;
2. Calum Duffy (Dervaig)/Iain Duffy (Dervaig), Skoda Fabia S2500 +0.10s;
3. Derek McGeehan (Draperstown)/Arthur Kierans (Monaghan) Mini WRC +8.53;
4. Shaun Sinclair (Connel)/Neil Shanks (Elgin) Subaru Impreza S9 WRC +11.32;
5. Matt Tarbutt (Huddersfield)/Joff Haigh (Huddersfield) Subaru Impreza +14.51;
6. Alan Gardiner (Biggar)/Jane Nicol Ford Escort MkI 19.40

7. Donnie MacDonald (Inverness)/Ashleigh Will (Kintore) Mitsubishi Evo IX 19.45
8. Chris Haigh (Helperby)/Sally Peacock (Helperby) Ford Escort 19.48
9. John Rintoul (Largo)/Ross Hynd (Irvine) Hyundai Accent 19.51
10. John Cressy (Long Preston)/Martin Cressy (Long Preston) BMW Mini 20.03

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DOUG WEIR and LINDA BROWN, CAR 18: UPDATE

The crew — Doug Weir and Linda Brown — of Car 18, which went off in last night's final stage and who had to be taken to hospital, have been in contact to give us an update, and thank the people involved in their treatment. Doug is now back at his house on Mull, resting. Co-driver Linda was flown to hospital in Glasgow for further examination and tests. These proved to be clear, and she will remain in hospital overnight simply for observation. Both Doug and Linda wished to pass on their thanks to the rescue crew, marshals, ambulance and doctors who treated them at the scene. They are also grateful to all the well-wishers who have sent them their support.



Charity Night

Saturday 12th November 2016
19:30 to 23:00

Supporting [BIG C](#), [East Anglian Air Ambulance](#) and [Prostrate Cancer UK](#).

Enjoy a charity night evening of entertainment at [Caistor Hall Hotel](#) with classical soprano and musical theatre singer Hayley Moss, better known as “Street Soprano”.

Dance the night away at the disco and tuck into the delicious finger food buffet.

Take part in the charity auction with prizes from local beauty salons, restaurants, and much more.

To book your tickets please contact Pat Ward on 07880 703 568.

You can pay by BACS or card to the following 3-C's charity account set up for the event:

Sort code: 20-99-08
Account no: 23850498

Please contact Pat Ward:

Email: pward23@sky.com
Text: 07880 703 568

and tell him the address for your wristbands to be sent to and which charity you wish to support





*"When
Reliability
Matters"*

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

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

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

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



Christmas Natter & Noggin

White Horse

Thursday 15th December 2016

More details to follow in the December Spotlight



Marshals Post

Upcoming club events: Lyng Garage Trial, Waveney Mushrooms 12 Car, Snetterton Grass PCA

Other clubs:

Wethersfield Targa on Sunday 6th November based MDPGA Wethersfield (nr Braintree) organised by Chelmsford Motor Club

Debden Targa on Saturday 19th November based at Carver Barracks (nr Saffron Walden) organised by Wickford Auto Club and West Suffolk Motorsport Club – NEW DATE

Further information (if any) available from David Bell on 01603 720871 – there are also links on the Marshalling page on the club website (www.scon.co.uk/html/marshalling/marshal.html) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Other Club Dates page on the club website (www.scon.co.uk/index.html)



The Preston

Saturday 3rd December 2016 – Sunday 4th December 2016

Marshals MUST register on the CMC website

C h r i s M o r e

Simon Tebbutt

I don't remember the first time that I had the good fortune to meet Chris, he was simply almost always there.

Our paths must have first crossed in the mid 80's when, as a wet behind the ears "volunteer" I found myself as Chief Marshal on a SCCON stage event at Snetterton.

Chris would have been the Safety Officer, the most responsible and important person on a stage rally organising team – so it had to be Chris. Level headed in a crisis, able to cut through the cr*p and waffle to the important stuff and the ability to communicate quickly and precisely to people at all levels.

Chris and I worked more closely together when he became Chief Marshal for the 2 road rallies I used to run for SCCON, the Phoenix and the Poxihen (ask Neil Parsons if you can't work it out!). I knew that, once I gave Chris the route and the time schedule, all the time controls and manned checks would have someone there. Not only would they be in the right place at the right time but they would have been told exactly what they were expected to do – Chris had got it covered.

Some of you will know me as the person who sat next to Chris on SCCON 12 car rallies. But not many of you will know that it was Chris that came up with the idea to form the 12 cars into the championship format that runs today. SCCON 12 cars had become somewhat disjointed, different organisers with different ideas and sometimes inconsistent navigation, in both content and accuracy. 15 ish years ago I got a phone call from Chris – "What do you think about knocking the 12 cars back into shape, I have got this idea of a championship series with all events having a similar format and navigation". Several cups of tea and coffee, along with a few biscuits and cakes, round respective kitchen tables saw the "all new" 12 car championship born. To ensure consistency and to give the competitors the assurance that it would be so, Chris and I ran all the events over the first winter and the series was born. He even sponsored one of them – The More or Less Rally.

It was during the running of these 12 cars that I very nearly felt the full wrath of Chris! He ran closing car on all the 12 cars and very much prided himself on always being "on the minute" at all controls, even though he was stopping to pick up all the passage check boards. In those days, we used small pieces of correx with 3 letters

written on them. (Chris later came up with the idea of using cut up number plates). To make our lives easier the stakes to which they nailed to were only a foot or so long. Chris had developed a routine, an old cloth on the back seat of the BMW set the scene. Pull up just past the board, jump out (his navigator was covered in maps so it was quicker and easier for Chris to do the jumping) and one smooth movement saw the board grabbed, slightly twisted and pulled out of the verge as Chris, arm trailing, changed direction back towards the car. Toss the board on the back seat while getting in, pull away and buckle up. All over in a matter of seconds and he was really proud of it.

Then I had an Idea!

It went a bit like this – so I was told... Chris jumps out of the car and a few quick steps to the board, the usual twist and yank as the first pace was taken back to the car. Then came the struggle not to fall over, the pain in the shoulder and no progress towards the car – some twit had put a 6 foot stake on the board but there was only the 6 inches of it was showing!

Luckily for me, by the time Chris got to the finish, he had calmed down a bit and could see the funny side of it. More importantly for him, all the boards were on the back seat of the BMW (all be it one of them had a broken stake) and he was on his minute all the way around!

I have many more fond and amusing memories of times spent with Chris, on organising teams, on the maps beside him and simply chatting over a cuppa at the kitchen table.

Chris was someone who simply was always there, and as such will always be missed.

Simon

12 Car Championship

2016 / 2017 Provisional Calendar

March Hare	Fri 18th Nov 2016	KLDMC
Round 1 Waveney Mushrooms	Fri 25th Nov 2016	David Mann & Robert Aldous
Round 2 P & H Novice	?	David Leckie
20 / 20	Sat 7th Jan 2017	AMSC
Round 3 B & H	Fri 27th Jan 2017	Howard Joynt & Bernie Fox
Round 4 Canada Garage Motorsport	Fri 24th Feb 2017	Mark & Lorraine Annison
Round 5 Lyng Garage	Fri 31st Mar 2017	Jonathan Stimpson

The 2016 / 2017 12 Car Championship season now kicks off with the Waveney Mushrooms

Just the 5 rounds this season

Gordon Shipley is the new coordinator

01328 829 948

07901 906 777

gordon.shipley2719@gmail.com

Competitors please make sure the organisers have your fully completed entry form (including payment) in good time

Beginners requiring marked map(s) please make sure the organisers have your map(s) in good time

Marshals it would really help if you could contact the organiser well before the event to let them know you would like to help

Organising an event is not rocket science BUT it does take a lot of time and anything that can help minimise the blue-bottomed fly impersonation at signing on will be very much appreciated by all concerned!

Anglia Motor Sport Club



2016 / 2017 AMSC Trials Challenge)



Round	Date	Venue	Organising Club
1	2 nd October	Lamarsh	ECMC
2	16 th October	Ivinghoe Aston	FMC
3	6 th November	Kensworth	FMC
4	13 th November	Lyng	SCCoN
5	11 th December	Lamarsh	WSMC
6	1 st January	Seckford Hall	ECMC
7	15 th January	Harlton	CCC
8	12 th February	Holbecks Park	WSMC
9	19 th March	Wattisfield	WSMC
10	15 th April	Ivinghoe Aston	FMC

2016 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	3 rd April	Scottow	SCCoN
2	5 th June	Wethersfield	CCC / ECMC / FMC
3	17 th July	Debden	WSMC
4	4th September	tbc	SCCoN
5	25 th September	Wethersfield	ECMC
6	23 rd October	Debden	WSMC

2016 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	24 th April	Wethersfield	CMC
2	22 nd May	Woodbridge	WAC
3	3rd July	tbc	SCCoN
5	9th October	Sculthorpe	KLDMC
6	6 th November	Wethersfield	CMC
4	19 th November	Debden	WSMC / WAC

CCC Cambridge Car Club **CMC** Chelmsford Motor Club **ECMC** Eastern Counties Motor Club
FMC Falcon Motor Club **GBMC** Green Belt Motor Club
MCAC Middlesex County Automobile Club **KLDMC** King's Lynn & District Motor Club
SCCoN Sporting Car Club of Norfolk **WAC** Wickford Auto Club **WSMC** West Suffolk Motorsport Club

Lyng Garage Trial



Sunday 13th November 2016

Cadder's Hill, Lyng

Round 4 of the 2016 / 2017 AMSC Trials Challenge

ENTRIES NOW OPEN

MARSHALS URGENTLY NEEDED

STOP PRESS

All marshals who sign on will have their name put into a free draw

The prize will be a free entry to the
Snetterton Grass PCA on Sunday 11th December

There will be three prizes

Please get in touch with Howard
07917 060052

howardjoynt@googlemail.com

as soon as possible so that the organising team have one less thing to worry about!

S n e t t e r t o n G r a s s P C A

Sunday 11th December 2016

Snetterton Circuit

ENTRIES NOW OPEN

A welcome return to Snetterton Circuit for a Grass Production Car Autotest on Sunday the 11th December, with thanks for the continued support from Jamie Hopper, the Snetterton Circuit Manager.

The club will be sharing the venue with a Javelin Track Day meaning that as well as the usual circuit facilities being available there will also be something to have a look at.

Format will be to run four tests, two in the morning and two in the afternoon. The surface will be smooth, non-damaging grass and will be suitable for any car. The event will be aimed at the less experienced and younger competitors.

Entry fee set at £10 per driver with a free entry for under 18s.

Entries may be accepted from drivers who are 14 and over. However, for drivers not holding a full RTA Licence, the passenger must hold a full RTA Licence and be experienced in Autotesting.

Passengers must be 12 years or over. However, for passengers not holding a full RTA Licence, the driver must hold a full RTA Licence.

We look forward to seeing you on the 11th December

Halloween 20 / 20

20 / 20 rallies fill the gap between a 12 car and a National B so I was surprised to find the event struggling for entries as well as marshals, ending up more a 14 / 12 than a 20 / 20. Perhaps the Welsh 12 car had some impact, but who knows? Out with John Peterson in his Peugeot, hoping to continue my good run after the Mercian, sadly this was not to be, failing spectacularly to live up to the Master navigator tag and making a serious pigs ear of running at car 1, should have gone for the Beginner navigation and run 'officially' as tail end Charlie, John was very patient and took it all surprisingly well. Read on for a master class in 'how not to navigate'.

One or two familiar names on the entry list and out marshalling, surprised not to see more SCCoNies, especially after the P & H postponement, well they missed a good night, cracking roads, challenging but straight forward navigation and, oh yes, some serious fog. Started from Amazon Cars, nr Framlingham, 'over the border' in the middle of map 156, ran in a big anti-clockwise loop taking in a chunk of 155 before finishing at Occolt back on 156. Robert & David ran at car 3, Tony Burchnall (ECMC) driving car 9, Julie & Nick Skuse (ECMC) in car 11, Rob Henchoz navigating car 14, Emma looking after the start and Julian & Sara marshalling.

It all started so well, a string of spot heights to TC2, squashed up junction colours to TC3, then the first tricky bit. String of grid lines out of TC3, went well approaching the edge of 156 where the instructions changed to a string of junction instructions to zig-zag between the maps and further complicated with 3 NAM references to plot on the edge of 155, still clean at TC4 but then the wheels came off, map 155 was not a good map for car 1!

Absolutely no idea how an 'experienced' navigator can possibly make a such a total pigs ear of an absolutely bog standard straight line herringbone! But I if you are going to screw up why not do it big time. Even after getting hopelessly lost, initially on the correct route even passing Robert & David after getting John to turn around didn't ring any alarm bells, John very patiently did as he was instructed and made no comment when we returned to the spot we had passed Robert & David approximately 20 minutes earlier! There would have been even more embarrassment later in the section as my old peepers failed to pick out a yellow on the map, fortunately we were given a rapid tow by car 10 (Rob & Emilie Russell) along the correct route into TC5 (not the one I had on my map). Could have been worse, fortunately the damage was limited to 8 minutes dropped thanks to a long and slackly timed section, basically the end of our night.

Map features and spot height totals to TC6, obvious route but the features were slightly confusing, also confused to arrive at the control on the same minute as Robert & David but no time to worry about that. Three grid references to TC7 and back to the join between 155 & 156, followed by a long section to TC8 via 13 green dots and the fog. A string of Overs and Unders followed by a string of grid square departs to TC9 and the need to refold the map as the route headed towards the bottom of 156. TC9 to TC10 and a straight forward string of junction instructions, this section was a challenge, not helped by the fog! John was ready for a comfort break and we parked up giving me a chance to refold the map and do a bit of plotting. Now there may have been a mistake (missing T) or it might have been deliberate but it was quite a cleverly done section with a WD into TC10 a strong possibility. Cars 1, 2 & 3 were now running in an ever-changing convoy and I think we were second car into the control running behind Robert & David.

Long section to TC11, fully neutered tulips (no balls or heads) which went painlessly, perhaps a stretchy piece of string as there was no opportunity to make up time at TC11. Cars 1, 2 & 3 in TC11 all leaving on the same minute, which was a challenge for the marshal. Left in the order 3,1,2 and that was the order until the first junction, then it was 1, 2, 3 and finally 3, 1, 2 – well that was it until the penultimate junction when David had a senior moment and we arrived at the final control in the order 1, 2, 3. Simple clock face junction instructions, but with an arriving from the minutes and departing to the hours twist, and an example of how good results don't always rely on skill as David admitted at the end, having led the convoy for most of the section, to not having worked out what the instructions meant and just guessed based on the shape of the junctions.

I haven't seen the official results, cars 1, 2 & 3 ran as Masters and didn't feature in the results read out at the finish, there were a set posted with penalties of 13, 10 & 8 for cars 1, 2 & 3 (modified to 10, 7 & 5 after the final section was scrubbed). An enjoyable night on some new roads and well organised by the CMC team. Congratulations to Robert & David on a very good result, always difficult to beat crews competing on their 'home' navigation.



**Hayley Moss
Singer**

**Caistor Hall
Hotel**

12th November



**Charity Event
Tickets £15**

Tel: 07880703568

**Disco Food inc
Wristband only
entry**



Paul McIlroy/TPM photo sport

Specialist sport requires specialist insurance

Rally Guard – Designed by competitors for competitors: The road section event insurance for organising clubs.

If you're involved in motorsports you will want to be confident that your insurance is providing you with the protection you need.

Our dedicated motor sports team at Jelf Insurance Partnership have designed Rally Guard, insurance cover for Third Party Road Traffic Act liability for the road sections between stages (stage rallies) or during an event (road rallies).

Jelf | Insurance Partnership

Partnership House, Priory Park East, Kingston upon Hull, HU4 7DY

Key features

- In the event of a claim there is no excess to pay
- Cover runs up to 36 hours as standard
- Competitive prices
- Exclusive paybacks are offered to organisers who use Rally Guard for a whole season
- Dedicated team with many years experience within the motor sports insurance industry
- Proactive reassuring claims service

Standard rates per driver including 9.5% Insurance Premium Tax:

Type of event	Duration	Premium
Road rallies	36 hours	£15.55
Navigational rallies, 12 cars and scatters	36 hours	£13.00
Classic rallies/trials	36 hours	£13.00
National A&B stage rallies	36 hours	£18.65
	48 hours	£22.80
	72 hours	£30.00
International UK Stage Rallies	36 hours	£35.20
	48 hours	£40.40
	72 hours	£47.65

Simple eligibility criteria – cover can be used for:

- Drivers aged 20 or over with the appropriate competition licence and UK/EU driving licence
- All competition and official vehicles used on the event insured
 - All motor clubs registered with the MSA
 - Competitors with EU licences and non-UK registered competition vehicles
 - Anyone aged less than 20 years old or with a provisional licence will be insured at the standard price should their co-driver be over 25

Please refer to us if you have any of the following competitors needing Road Section Insurance:

- Any driver disclosing more than 1 fault claim in 3 years
- All drivers disclosing 6 or more conviction points on their licence

Full administration packs are provided. In emergency situations, subject to the above eligibility criteria, organisers can allow competitors to apply for insurance cover on the day of the event, provided full payment is taken.

To apply for Rally Guard please contact our motor sports team for a chat or to arrange a meeting with us at service or ATC at most rallies.

Simply call 01482 388597 or email info@jelfmotorsport.com

www.jelfmotorsport.com

Jelf | Insurance Partnership



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JP-0208/1/2015