



ZENOAH CHALLENGE CUP 2016



So the long awaited 2016 Zenoah Challenge Cup was finally upon us.

A full year had now passed since 100 drivers took the stage at Norton Heath Equestrian Centre. Seems like it was only yesterday. This year yet again, a perfect setting and arena awaited eager drivers from across the UK and Europe, to do battle for top spots in 2wd 4wd SC and Baja classes.

Early Thursday I set sail on a 278 mile journey to reach Norton Heath Equestrian Centre, with best friend in tow we hit the road at 5 o'clock in the morning, and in all fairness had a descent drive down to the event. Arriving just before lunch, we set up camp for the weekend. With winds blowing, and a few little showers we were ready to take on the weekends challenges.

- Challenge 1 - grab an hours kip ! - (unachieved)
- Challenge 2 - a couple of light refreshments to set me up for the track build. - (achieved)
- Challenge 3 - prepare myself for the arrival of Darren Worth and his never ending lists of TO DO THINGS ! - (still unaware if i achieved them)
- Challenge 4 - build a track with those kind enough to help. - (achieved)
- Challenge 5 - a little bedtime refreshment to help me sleep - (well and truly achieved)
- Challenge 6 - meet and great as many drivers as possible, both from the UK, and our Dutch and overseas competitors. Also make myself known to a host of eager Zenoah challenge cup virgins. - (achieved hugely !!!!!)

There were many more challenges over the weekend, namely trying to get a pint out of Darren Worth!!!! (achieved slightly), trying to turn a blind ear to Darren's constant demands..(under achieved).

THE TRACK

Evening time was upon us, as we took on the job of building a track, worthy of the journey so many people had travelled many miles to be at. We needed this track to suit all levels, right from the newbie/novice, like David Parish !!! to the very best drivers like Tim Vander Elst.

Thanks to Andy Knight, who had put ideas down on paper for the type of track he would like to see, we set about putting the track together. Unlike previous years, the track took only about 3 hours to get finished enough so as to just titivate first thing on Friday morning.





So after a day that I'm sure had more than 24 hours in it, I set of to quench my thirst with a couple of tangos and relax before Friday's mayhem.

FRIDAY....EVENT DAY 1

With the sound of the cockerel ringing in my ear, my eyes slowly allowed daylight to shatter my sleep. So time to try and look respectable, and leave the coldness of my tent in search of warmer regions. To my surprise I was greeted by a few new faces, and some other more recognisable faces....the ones that would scare a scrap yard Alsatian..Jason Bauxam and Ian Southey...love ya both XX

After 10 minutes chatting with the lads I headed up to see if the scaffolders had arrived to put up the podium...NO SHOW AGAIN !!!!!...I must have words with them next year !!!!!...but they is well big them boys!!! , perhaps Darren Worth or Andy Knight can speak to them in 2017.

With the arrival of new and familiar faces, i headed to the pitting area, to meet and greet and generally make myself available for any help needed by the drivers who were arriving thick and fast. It was great to see so many new faces this year, especially the Sussex bashers, who seemed more prepared than a Ferrari F1 pits.



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By lunch time the podium was up, the marshalling points set, the barriers erected, timing loop well and truly buried, and banners displayed around the arena.

But there was a problem....A BIG PROBLEM!

Darren Worth had one job for the whole weekend, and that was to bring the timing system with all its attachments ATTACHED ! like laptop power supply and wifi dongle.

One job Darren...that's all we wanted you to do (under achieved) JOKING BIG MAN !

Before racing commenced it was time for that old black and white classic ...AN AUDIENCE WITH DARREN WORTH.(or as we call it in the BRCA series ... the muppet show)

Darren welcomed new and old drivers from across the UK and Europe, pointing out the does and don'ts which would facilitate the weekend's event. I had my brief meeting to welcome and introduce newcomers to the event, and to run through how we expected everyone to conduct themselves over the weekend. Newbies and ZCC virgins now well informed, and the safety brief done it wasCHARGE...get the engines started...yehaaaa it was time to have some fun.

GENTLEMEN START YOUR ENGINES.

Timed free practice took place at lunch time, and the look on people's faces as they took on the challenges of the track was plain to see by all. The atmosphere suddenly changed, banter of setup, hop up and cock ups was filling the air, the sound of engines, the smell of 2 stroke oil filled the arena, as drivers got to grips with a track that was to be ever changing.

Within an hour or so the track started to deteriorate, as it always does on such a surface, but this wasn't going to spoil anyone's fun. A full days practice was soon coming to an end, with the track now looking like a scene from Saving Private Ryan, it was time to assess what needed doing to the track in preparation for Saturday's qualifiers.

So after a couple of hours hard graft, the track was now looking like a bowling green once again. I would just like to say that the team effort put in by all track helpers was a joy to see...no tantrums, no toys being thrown out of prams, it was dare i say it. CIVILISED !!

SATURDAY QUALIFIERS

Saturday was soon upon us and it was time to get a little more serious with our toy cars. Time to step up to the plate, or in my case, try and finish a heat!

Saturday's qualifying got off on time, and soon enough, all drivers were starting to get to grips with the track, which when newly laid was a little on the slippery side, but we all knew that soon enough the track would change , and offer a different level of grip.

I took some time over the Saturday to have a wonder around and chat to as many people as possible, generally enquiring if there were any problems, and asking whether people's expectations





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where being meet at this great event. The over whelming response was that everyone seemed to be having the time of their lives and I got some great tuning tips too!

Yes it was competitive, but in a completely relaxed and fun way. Which is what this event is all about, FUN...meeting new people who share the same hobby and passions, learning about the hobby, and getting to watch some of the best drivers Europe has to offer, and to show us how it should be done.

Saturday's quails where soon at an end, but it wasn't over yet!.It was now time to make those adjustments, fix the problems, and change the broken parts in preparation for Sunday's finals.

Oh and one more thing to do...yes...it was track build time, but in all fairness the track needed little maintenance other than to straighten a few poles, re grade the track and we were good to go. TIME FOR A TANGO! Disguised as a vodka.

SUNDAY IS FINALS DAY.

Alter 8-9 hours of qualifiers on Saturday, it was now time to see how the cream was going to settle. Who would take the coveted crowns in their respected classes?

I was convinced that it was my year to take the title in 4wd buggy class....but only if every 4wd buggy driver had serious mechanical issues, or failed to turn up for the finals.

So onto the finals

The first gladiators to take to the stage where the short course boys b 1/8 final.

Pos	Buggy	Name	Result	A Lap	Nat #	Make	Model	Engine
1	9	Andy Spence	31/15m 9.53	29.34	105	Losi	5ive-T	30cc
2	2	Robin Rymer	30/15m 22.31	30.74	98	Losi	5ive-T	28.5cc
3	1	Paul Daniels	29/15m 9.08	31.35	72	Losi	5ive-T	29cc
4	3	Kevin Evans	29/15m 13.03	31.48	76	Losi	5ive-T	29cc
5	7	Jez Cauldwell	26/15m 15.13	35.20	66	Losi	5ive-T	30cc
6	5	James Clark	19/10m 43.48	33.87	70	Losi	5ive-T	28cc
7	12	Stephen Hollis	15/15m 5.20c		83	Losi	5ive-T	28cc
8	8	Darren Goddard	4/ 3m 2.48	45.62	81	Losi	5ive-T	29cc
9	4	Daniel Matjasz	DNS		87	King	X2	30cc
10	6	John Francis	DNS		77	Losi	5ive-T	26cc
11	11	Jason Constable	DNS		56	Losi	5ive-T	30cc

Next up saw the A 1/8 short course finalists.

Pos	Buggy	Name	Result	A Lap	Nat #	Make	Model	Engine
1	12	Owen Sexton - Playford	30/15m 8.70	30.29	102	Losi	5ive-T	26cc
2	2	James Bernhardt	28/15m 11.80	32.56	61	Losi	5ive-T	26cc
3	4	Jason Buxbaum	27/15m 6.79	33.58	63	Losi	5ive-T	28cc
4	6	Danny Webster	24/13m 21.57	33.40	108	Losi	5ive-T	26cc
5	11	L J Richmond	19/15m 4.39	47.60	97	Losi	5ive-T	29cc
6	5	Paul Lyczba	12/ 7m 6.62	35.55	85	Losi	5ive-T	29cc





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7	3	Martyn Hawkes	11/ 6m 5.23	33.20	82	Losi	5ive-T	26cc
8	7	Kevin Sexton	6/ 4m 42.54	47.09	101	Losi	5ive-T	26cc
9	10	Harry Moore	6/ 7m 25.97	1m 4.3	90	Losi	5ive-T	29cc
10	9	Xander Agterbosch	2/ 3m 4.92	1m 32.4	59	Losi	5ive-T	29cc
11	8	Tommy Chung			67	Losi	5ive-T	26cc
11	1	Charlie Francis	DNS		78	King	X2	29cc

Now onto the A 1/4 sc final

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	7	Nick Visser	33/15m 17.71	27.81	52	NRP	Ultron	29cc
2	1	Luke Whiting	32/15m 16.37	28.64	54	FG	Leopard 4	26cc
3	5	Chris Dawkins	31/15m 16.95	29.58	38	FG	Leopard 4	26cc
4	2	Jim Whitehead	29/15m 8.71	31.33	53	Losi	5ive-B	29cc
5	4	Richard Dawson	28/15m 12.40	32.59	39	MCD	Race Runner V4	26cc
6	3	Chris Pain			49	MCD	Race Runner V5	28cc
6	6	Chris Selfe	DNS		51	FG	Baja	26cc
6	8	Jason Constable	DNS		56	Losi	5ive- Desert XL	30cc

Next up where the B 1/4 final sc

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	3	Adam King	30/15m 7.30	30.24	20	Losi	5ive-T	29cc
2	6	Mark Suggitt	30/15m 18.13	30.60	3	Losi	5ive-T	29cc
3	8	Andy Spence	30/15m 27.12	30.90	105	Losi	5ive-T	30cc
4	1	Peter Barnes	29/15m 1.68	31.09	60	Losi	5ive-T	29cc
5	4	Richard Scott	28/15m 26.58	33.09	99	Losi	5ive-T	26cc
6	9	Robin Rymer	27/15m 5.46	33.54	98	Losi	5ive-T	28.5cc
7	2	Paul Preston	27/15m 18.94	34.03	96	Losi	5ive-T	29cc
8	10	Paul Daniels	26/15m 8.51	34.94	72	Losi	5ive-T	29cc
9	5	Aaron Morgen	13/ 7m 0.65	32.36	91	Losi	5ive-T	29cc
10	7	Mike Mcdermott	DNS		88	Losi	5ive-T	29cc

B final 4wd buggy where next on track.

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	3	Tim Vander Elst	44/20m 8.02	27.46	1	NRP	Ultron	29cc
2	1	Mike Keinemans	43/20m 18.01	28.33	45	Elcon	Imp4ct XL	26cc
3	5	Rick Ashman	41/20m 20.59	29.77	32	Elcon	Imp4ct XL	26cc
4	2	Dave Parish	41/20m 25.54	29.89	17	Elcon	Imp4ct XL	28cc
5	4	Dave Ashton	40/20m 4.57	30.11	33	Elcon	Imp4ct XL	26cc
6	6	Ayaz Aslam	40/20m 19.71	30.49	34	MCD	Race Runner V5	28cc
7	7	Guy Page	39/20m 2.80	30.84	48	MCD	Race Runner V5	26cc
8	9	Sohail "sid" Iqbal	38/20m 21.09	32.13	43	MCD	Race Runner V5	28.5cc
9	8	Steve Jones	38/20m 27.45	32.30	13	Elcon	Imp4ct XL	26cc
10	10	Mark Grant	DNS		57	Losi	5ive- Desert XL	26cc

Followed by the A semi final 4wd buggy

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
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1	1	Ian Oddie	44/20m 4.06	27.37	2	Elcon	Imp4ct XL	26cc
2	2	Craig Orman	43/20m 2.25	27.96	69	Elcon	Imp4ct XL	26cc
3	3	Henk Mulder	43/20m 10.82	28.16	47	FG	Leopard 4	26cc
4	6	Les Darby	41/20m 2.59	29.33	4	Elcon	Imp4ct XL	29cc
5	9	Luke Whiting	41/20m 3.54	29.35	54	FG	Leopard 4	26cc
6	10	Chris Dawkins	39/20m 22.41	31.34	38	FG	Leopard 4	26cc
7	4	Andy Love	32/15m 50.96	29.72	46	Losi	5ive-B	29cc
8	7	Luke Gower	31/15m 29.60	29.99	41	Elcon	Imp4ct XL	26cc
9	8	Nick Visser	25/11m 55.72	28.63	52	NRP	Ultron	29cc
10	5	Jack Keatley	18/ 8m 52.76	29.60	44	MCD	Race Runner V5	27cc

The first of the sc semis next

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	7	R VanD Zanden	43/20m 13.83	28.23	107	Losi	5ive-T	29cc
2	2	Arvinder Gihir	42/20m 3.00	28.64	80	Losi	5ive-T	30cc
3	8	Adam King	42/20m 15.38	28.94	20	Losi	5ive-T	29cc
4	6	Mark Pearson	42/20m 20.44	29.06	94	Losi	5ive-T	29cc
5	5	Andy Love	41/20m 7.53	29.45	46	Losi	5ive-T	28.5cc
6	9	Mark Suggitt	41/20m 8.17	29.47	3	Losi	5ive-T	29cc
7	3	Ton Gevers	41/20m 14.93	29.63	79	Losi	5ive-T	29cc
8	4	Ben Bridges	28/14m 0.40	30.01	5	Losi	5ive-T	29cc
9	1	Matt Stokes	18/ 8m 47.66	29.31	28	Losi	5ive-T	26cc
10	10	Andy Spence	4/ 2m 41.22	40.31	105	Losi	5ive-T	30cc

Now for the A sc semi final.

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	1	Matthew Perry	44/20m 12.74	27.56	95	Losi	5ive-T	26cc
2	2	Erik De Koning	43/20m 14.39	28.24	74	Losi	5ive-T	30cc
3	5	Ian Southey	42/20m 26.62	29.21	104	Losi	5ive-T	26cc
4	7	Dean Tanner	41/20m 28.01	29.95	106	Losi	5ive-T	26cc
5	10	Wally Oates	39/20m 30.86	31.56	93	Losi	5ive-T	26cc
6	9	Paul Scrase	38/20m 14.54	31.96	100	Losi	5ive-T	29cc
7	8	O Sext-Playford	30/14m 51.48	29.72	102	Losi	5ive-T	26cc
8	3	Jim Mcmanus	17/ 9m 5.90	32.11	89	Losi	5ive-T	26cc
9	4	B Caldenhove	8/ 4m 19.48	32.44	64	Losi	5ive-T	29cc
10	6	Adam Ellis			75	Los	5ive-T	26cc

A Final Time!!!!

Now things were about to get serious on a whole new level. Time to sort the men out from the boys. Who would be victorious, who would beyond all others hold their nerve, and maintain their composure when under pressure.

A FINAL 2WD BUGGY CLASS

First to take centre court where the rear wheel drive buggy class.





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With the majority of the a final from the UK, this was looking like a great chance for the hosting nation to show what it can do, considering this is a surface one we only run on once a year.

With that said, this was still a final that could be taken by any of the ten drivers taking part.

The race began in the usual fashion we expect from the rear wheel drive boys, and that was with clouds of horse muck roosters, and the sound of 26cc engines screaming towards the first corner.

Bit of a nip and tuck race this, with the top 3 drivers setting the pace, and rarely making mistakes. All in all this was a very tidy race by all, with little to separate the top 4 drivers.

However a solid consistent drive eventually saw the young Luke Van Den Berg keep his cool to take an impressive win over the UKs very own "muds flaps " Andy Knight who secured an impressive 2nd place.

Yorksires very own "flat cap and whippet muncher" Neil Griffen did himself and his club proud by taking a well deserved 3rd place.

Well done to all drivers, some pretty impressive driving on a track even the 4wd boys struggled on !

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	1	Luke V Den Berg	51/25m 2.22	29.46	19	Hoermann	HT3 V2	26cc
2	5	Andy Knight	50/25m 19.95	30.40	15	FG	Leopard	226cc
3	8	Neil Griffin	50/25m 27.59	30.55	12	Hoermann	HT3 V2	26cc
4	3	Steve Milner	50/25m 28.26c	29.97	16	Hoermann	HT3 V3	26cc
5	6	Mark Higgins	49/25m 16.43	30.95	14	Elcon	Cleon	MMX 2012 26cc
6	9	Dave Parish	49/25m 22.34	31.07	17	Hoermann	HT3 V2	26cc
7	2	Mike Plekkepoel	48/23m 25.08	29.27	18	Hoermann	HT3 V2	26cc
8	7	Paul Gresty	48/25m 17.94	31.62	11	Hoermann	HT3 V3	26cc
9	10	Dave Grimshaw	41/25m 25.43	37.21	21	Hoermann	HT3 V2	26cc
10	11	John Aldred	28/22m 31.72	48.28	6	Hoermann	HT3	26cc
11	12	Mat Chapman	1/ 1m 7.26	1m 7.26	8	Hoermann	HT3 V2	26cc
12	4	Dave Ashman	Disqualified		7	FG	Leopard	226cc





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A FINAL BAJA CLASS

Now it was the turn of the BAJA class and I have to hand it to these guys. The BAJA is not the best designed car for this type of track, but boy did they drive well.

Mark "Rastaclart" Pearson was eager to show his adorning fans that last year was no fluke!

Indeed it was not ! "Rastaclart" basically lead from start to finish, with barely a wheel put out of place.

Mark taking out a 1 lap advantage when the final whistle blew.

Mark Newham taking a confident 2nd place on the podium.

The final place went to Lee "Raggamuffin" Richards.

So once again well done to all winners and a personal thanks to all the BAJA drivers that attended, its great to see a car that i still hold dear to me attacking the Zenoah Challenge Cup.

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	2	Mark Pearson	47/25m 19.80	32.34	94	HPI	Baja 5SS	30cc
2	1	Mark Newham	46/25m 6.17	32.74	24	HPI	Baja 5SS	30cc
3	4	Lee Richards	44/25m 17.41	34.49	25	HPI	Baja 5b V2	29cc
4	7	Matthew Mcvicar	42/25m 22.34	36.25	22	HPI	Baja 5SS	26cc
5	8	Katy Slemmonds	41/25m 9.82	36.82	27	HPI	Baja 5b V2	29cc
6	3	Adam King	37/20m 36.24	33.41	20	HPI	Baja 5b V2	29cc
7	5	Matt Stokes	37/23m 46.31	38.55	28	Losi	5ive-T	26cc
8	10	Dean Travill	37/25m 4.58	40.66	29	HPI	Baja 5b V2	29cc
9	11	Andy Wood	37/25m 30.04	41.35	31	HPI	Baja 5b V2	29cc
10	9	Robert Tritton	13/ 9m 9.51	42.27	30	Kingmotor	Baja	29cc
11	12	Jamie Boobyer	11/ 7m 36.30	41.48	35	HPI	Baja 5SS	26cc
12	6	Saul Morris	7/ 4m 53.31	41.90	23	HPI	Baja	26cc

A FINAL 4WD BUGGY

This was the race to watch, this was the race we were all talking about. This was the race that had the heavy weight drivers and "HOLY HORSE LIPS" what a final it turned out to be.

From the very off it was really a race between Ian Oddie and Tim Vander Elst, Elcon v N-R-P. As the buzzer sounded the scramble to the 1st corner was full of incident and positions started to change, but with the level of drivers in this final, they were soon to get into a rhythm, relax, and drive like they know they surely can.

By lap 5 or so, the most dominant drivers all week battled it out at a furious pace, with the lead exchanging 2 or 3 times.

One minute Ian was in the lead, next lap it was Tim taking the reins. The rest of the field had been left someway behind, but all enjoying their own battles throughout the field.





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The ever talented Michael Keinemans was always there, in the shadows, like a praying mantis, waiting to strike. But would his opportunity come...would his prey fall foul of this brutal track?

YES is the answer, unluckily for Ian Oddie, mechanical failure handed laps back to a trailing field, which eventually saw him take a well deserved 5th place.

The buzzer sounded as the impressively talented Tim Vander Elst took the win a clear 2 laps ahead of the "praying mantis" Michael Keinemans, with Henk "x-files" Mulder taking the bronze silverware (if there is such a thing ...perhaps it's just bronze ware)

Again congratulations to the top 3 drivers in the 4wd buggy class, you guys certainly know how to put on a show...BRAVO!

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	2	Tim Vander Elst	58/25m 22.68	26.25	1	NRP	Ultron	29cc
2	4	Mike Keinemans	56/25m 18.47	27.12	45	Elcon	Imp4ct XL	26cc
3	5	Henk Mulder	55/25m 13.34	27.52	47	FG	Leopard 4	26cc
4	3	Craig Orman	54/25m 19.57	28.14	69	Elcon	Imp4ct XL	26cc
5	1	Ian Oddie	54/25m 20.50	28.16	2	Elcon	Imp4ct XL	26cc
6	9	Luke Whiting	51/25m 9.69	29.60	54	FG	Leopard 4	26cc
7	6	Rick Ashman	51/25m 25.22	29.91	32	Elcon	Imp4ct XL	26cc
8	10	Dave Ashton	50/25m 13.75	30.28	33	Elcon	Imp4ct XL	26cc
9	8	Dave Parish	50/25m 20.88	30.42	17	Elcon	Imp4ct XL	28cc
10	7	Les Darby	50/25m 24.60	30.49	4	Elcon	Imp4ct XL	29cc





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A FINAL SHORT COURSE

It was time for the last race, the last final of the Zenoah Challenge Cup.

Time for the Losi class, sorry THE SHORT COURSE CLASS to take the final challenge of the day, to take on the track in its very worse state, but hey, these cars where designed for this type of terrain!

Right from the start it clearly showed. The rubbing of shells doesn't quite sum up the first few laps every time the SC trucks get on track, more like the rutting off horns! Mix in a lot of skill from the top ten drivers over the weekend, and we were surely going to be entertained.

Each year this class seems to be a battle between the UK and Holland, and let's be honest, the Dutch have been taking scalps for the last few years. Would the UK drivers throw a spanner in Hollands bicycle? (see what I'd did there ?). Well this race ended up being a cracking race to watch, the sheer beatings these cars take sometimes beggars belief. Controlled carnage at times, but wow are the cars fun to drive and watch do battle. Eventually the final bell sounded, not just for the race, for it also signalled the end of a utterly fantastic event.

Did the UK throw the spanner hard enough? YES we did. Congratulations to Mathew Perry taking 1st place, Erik "the king of drift" De Koning peddling as fast as he could took 2nd place , with Arvinder Gihir taking a well-deserved 3rd place.

Pos	Car	Name	Result	A Lap	Nat #	Make	Model	Engine
1	1	Matthew Perry	54/25m 3.93	27.85	95	Losi	5ive-T	26cc
2	3	Erik De Koning	53/25m 17.47	28.63	74	Losi	5ive-T	30cc
3	4	Arvinder Gihir	53/25m 25.18	28.78	80	Losi	5ive-T	30cc
4	2	R Van De Zanden	52/25m 2.18	28.89	107	Losi	5ive-T	29cc
5	10	Andy Love	51/25m 16.33	29.73	46	Losi	5ive-T	28.5cc
6	9	Wally Oates	48/25m 26.14	31.79	93	Losi	5ive-T	26cc
7	5	Ian Southey	39/19m 26.56	29.91	104	Losi	5ive-T	26cc
8	8	Mark Pearson	28/13m 34.24	29.08	94	Losi	5ive-T	29cc
9	7	Dean Tanner	23/14m 19.07	37.35	106	Losi	5ive-T	26cc
10	6	Adam King			20	Losi	5ive-T	29cc

TO SUM IT UP !!!!!!!!!

Well what can I say about this year's Zenoah Challenge Cup, what words can be used to describe this event. Not one single word can describe how this year's annual gathering in Essex went. It needs a dozen or so words to describe it.

I hope I'm right in saying that "fun" should be near the top of the list, because without the fun element we wouldn't do what we do. All those involved to make this event happen, had one goal in mind. To create an event that brings people together, to bring people of all abilities together under one roof. A place to feel relaxed, and ultimately a place to feel welcome.





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I have spoken to an awful lot of people again this year, some new faces some old, some real ugly ones too, and they all have said the same thing...we will be back, what a fantastic weekend they have all had.

It's the people that attend that make this event what it really is, yes the men and women behind the scenes provide the platform that we all play on, but it's the drivers, the family and friends that turn up year in year out to make this the best indoor large scale event in the UK.

I just want to pay a few thanks to the backbone of this event, and yet again the words of thanks and gratitude are offered to Darren Worth, without Darren at the helm, this event would not take place. So thank you Darren for the huge effort and self-sacrifice you make to make the Essex weekend a weekend to look forward to every year.

A big thank you also goes to the ladies in race control, Dominique and Nicola for keeping us all in order and Paul Wood for his words of wisdom on the rostrum.

I would also like to thank all the people who willingly gave their time to help build the track and without you all myself, Andy knight, Jim Whitehead and Ian "loverboy" Southey may still be there dismantling the track.

So another year passes, another year of largescale racing at the ZCC as its now called has driven by, and we count down the clock in eager anticipation of ZCC 6 – the re match.

Further details on the Zenoah Challenge Cup can be found at <http://www.zenoahchallengecup.info>, detailed results. If you fancy seeing the UK drivers tackling some of the best large scale off road tracks in the UK then visit <http://www.brca-lsor.org> for details on the British Radio Car Association and its UK wide national race series which runs from March to October.

Time to sign off now, time to reflect on a great event, time to scour YouTube for the all-important videos that will start to show up.

Thank you all for making this another great year at Norton Heath.

See you all next year.

Steve Jones

aka "fingers"

PS don't forget booking in will be open from the 3rd October 2016 - unless Darren forgets to do it!
and ZCC 6 is 3 to 5th Feb 2017





ZENOAH CHALLENGE CUP 2016

