

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

October 2011



Howard's latest project

Events coming up in October

**Thursday
20th October**

Natter & Noggin

Ugly Bug Inn

**Contact
Howard Joynt**

**Friday
28th October**

**SCA Race and Rally
12 Car**

Ploughshare Inn, Beeston

**Contact
Jonathan Stimpson**

Editor

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Bernie Fox
Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

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President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Included with this edition:

**12 Car Round 2
Regs & Entry Form**

**Clubmans Series Round 7
Regs & Entry Form**

**12 Car Round 3
Regs & Entry Form**

12 Car Round 2

Friday 28th October

SCA Race and Rally

Clubmans Series Round 7

Sunday 6th November

Lyng Garage PCT

12 Car Round 3

Friday 25th November

Waveney Mushrooms

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 20th October** for the next Natter & Noggin

SCA Race and Rally 12 Car

Friday 28th October

Round 3 of the 2011 / 2012
12 Car

Ploughshare Inn, Beeston

Diary Dates

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

Friday 28th October
12 Car Round 2
SCA Race and Rally

Wednesday 2nd November
Management Meeting at the
Ugly Bug Inn, Colton

Sunday 6th November
Clubmans Series Round 7
Lyng Garage
Production Car Trial

Thursday 17th November
Club night at the Ugly Bug Inn,
Colton

Friday 25th November
12 Car Round 3
Waveney Mushrooms

Wednesday 7th December
Management Meeting at the
Ugly Bug Inn, Colton

Sunday 11th December
Clubmans Series Round 5
Snetterton
Production Car Autotest

Thursday 15th December
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.

~~Sunday 23rd October~~
~~Lynn Charity Stages~~

Friday 28th October
12 Car Round 2
SCA Race and Rally

Sunday 6th November
Clubmans Series Round 7
Lyng Garage
Production Car Trial

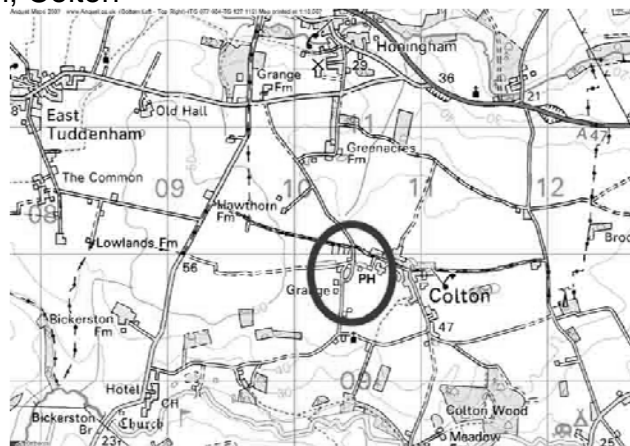
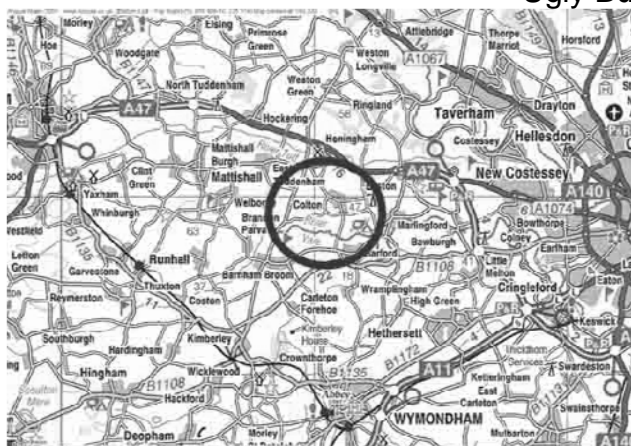
Sunday 13th November
Woodbridge Gymkhana

Friday 25th November
12 Car Round 3
Waveney Mushrooms

Saturday 3rd December /
Sunday 4th December
Preston Road Rally

Sunday 11th December
Clubmans Series Round 5
Snetterton
Production Car Autotest

Ugly Bug Inn, Colton



2011 Dates	Event	Champ.	Contact(s)
Monday 3 rd January	New Year Treasure Hunt & Scatter		Ian & Gill Doble
Thursday 20 th January	Club night		
Friday 28 th January	12 Car	12 Car	Peter Riddle
Thursday 17 th February	Club night		
Friday 25 th February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 17 th March	Club night		
Friday 18 th March	March Hare		KLDMC
Friday 25 th March	12 Car	12 Car	Ian Doble & Chris More
Sunday 22 nd April	Broads Explorer Classic Scatter		Howard Joynt
Thursday 19 th April	Club night		
Sunday 24 th April	Production Car Autotest	Clubmans	David Bell
Monday 2 nd May	Kimberley Hall		Peter Riddle
Thursday 19 th May	AGM		David Leckie
Tuesday 24 th May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 16 th June	Club night		
Saturday 18 th June	Norwich Forum		David Leckie
Sunday 19 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 23 rd June	Production Car Autotest	Clubmans	Ian & Gill Doble
Sunday 17 th July	Charity Prize Raffle Draw		Lynne Wellbelove
Thursday 21 st July	Club night		
Sunday 31 st July	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Thursday 18 th August	Club night		
Thursday 15 th September	Club night		
Sunday 25 th September	Navigational Scatter	Clubmans	Howard Joynt & Bernie Fox
Friday 30 th September	12 Car	12 Car	David & Katy Leckie
Saturday 8 th October	Dinner Dance & Prize Giving		Lorraine Annison
Thursday 20 th October	Club night		
Friday 28 th October	12 Car	12 Car	Jonathan Stimpson & David Burlingham
Sunday 6 th November	Production Car Trial	Clubmans	David Leckie
Thursday 17 th November	Club night		
Friday 25 th November	12 Car	12 Car	Robert Aldous & David Mann
Sunday 11 th December	Production Car Autotest	Clubmans	John Peterson
Thursday 15 th December	Club night		

2012 Dates	Event	Champ.	Contact(s)
Monday 2 nd January	New Year Treasure Hunt & Scatter	Clubmans	Julian & Sara Riley
Thursday 19 ^h January	Club night		
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	Ian Doble & Chris More
Sunday 15 th April	Production Car Autotest	Clubmans	David Bell
Thursday 19 th April	Club night		
Sunday 22 nd April	Broads Explorer Classic Scatter		Howard Joynt
Thursday 17 th May	AGM		David Leckie
Tuesday 24 th May	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 14 rd June	Production Car Autotest	Clubmans	Ian & Gill Doble
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 15 th July	Navigational Scatter	Clubmans	
Thursday 19 th July	Club night		
Thursday 16 ^h August	Club night		
Sunday 19 th August	Navigational Scatter	Clubmans	
Thursday 20 th September	Club night		
Friday 28 th September	12 Car	12 Car	
Thursday 18 th October	Club night		
Friday 26 th October	12 Car	12 Car	
Sunday 4 th November	Production Car Trial	Clubmans	
Thursday 15 th November	Club night		
Friday 30 th November	12 Car	12 Car	
Sunday 16 th December	Production Car Trial	Clubmans	
Thursday 20 th December	Club night		

www.sccon.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

October 2011
Rambling Chairman

Please let me start by yet again saying sorry for the lateness of this newsletter, it is all my fault.

Christine and I have been away to the Isle of Mull on an rally adventure (more later)

After the quite August things started moving at a pace again in September.

Let's start at the beginning.

September 10th Snetterton

To help the circuit celebrate 60 years we were invited to put on a small display of cars and promote our very own car club. With only three cars on show and racing going on around us we would have time to watch some more motor sport.

September 24th Hutton Kitchens Woodbridge Stages.

This was the first rally we have entered this year, and the car might look the same but under the skin there have been some changes. A bigger engine (which cost £350 from the Rover Breakers) and some new second hand suspension to try. Christine loaded the van with all the important things, kettle, stove, bacon, rolls, sauce and lots of homemade cakes. I then had to ask if it was ok if I put some tyres and wheels for the rally car in the van as after putting the table and chairs in there was not much room left.

Rising at 5.45am is not the best time in the morning to ask Christine to get up, but we were soon on the road to Woodbridge airbase and waiting at the gate was Jim Bowie ex SCCoN chairman, he had the task of checking the car passes of

everything that went past. For this event we had a new member to the team in the form of Joe Annison, who was dropped into the deep end by his dad Mark at 10pm on Friday night. Word had quickly got around that Peter was not going to be well enough to take the passenger seat and Joe stepped in.

A steady start and taking no risks through the buddleia, for me the stages seem to open as always on any airfield a sea of cones. It seems strange to me when you have a gate of cones and arrows they could be 5 metres apart or 20 metres. We were just getting into driving the 11 mile stages and Joe was calling the road off the not to scale maps supplied by the organisers when I noticed the car was running very hot, so I started to short shift to the end of the stage.

Steam was pouring from under the bonnet, and the cooling fan was not turning. Without any spare and a good look around the service area to beg borrow or just remove a spare from a car, but no luck no Rovers at this time.

I felt sorry for Joe as we decided to not risk the engine on a non championship round and put the car onto the trailer.

Mike Smith and Nick Wale performed a lot better managing a finish on his first rally in lots and lots of years.

October 8th \Sporting Car Club of Norfolk. Dinner Dance.

If you were not there you missed a good night, the dinner was very good, the music was good and my speech was ok I think. All the awards were awarded and if you were not there to pick up yours I am sure we will get it to you soon.

October 10th (Well it seemed to be a good idea at the time!!!) Tunnocks', Isle of Mull Rally,

A brief phone call 3 weeks earlier from our friends the Egger family

asking if Christine and I were busy for the week, and with a least 2 second thoughts later we were on the way. After work on the Monday, Christine and I were off to meet up with Andy at his home in Leicester; an early start was planned for the long drive up to Oban in Scotland for the ferry trip to Isle of Mull.

Travelling up on Tuesday we stopped off at Loch Lomond for a drink and something to eat taking in the picturesque view. We arrived at Oban to catch the ferry sailing at 4.00pm. At 3.30 there was no sight of the ferry we both where wondering if we would get on the ferry however around 3.45 ferry arrived, docked, unloaded and loaded within 15 minutes and we were on our way (nothing like the IOM Steam Packet Company). A pleasant ferry journey and we arrived, docked and on the road on the Isle of Mull to go the holiday cottage by 5pm.

Richard Egger (Andy's dad and former insurance company director) was there as competitor liaison and to keep an eye on us looking after Andy) drove us around some of the stages. They were very tight and twisty with longest straight being only 700 yards long. Having never been on this rally before it was very strange to see rally cars parked in all sorts of places waiting to go rallying on Friday night. All the locals were very friendly. Most of the roads are on the coast and with only about 15 miles of them being two lanes you learn to be patient and how to dive into the passing places which are every two hundred yards or so.

On Friday the whole Island comes to life as the rally cars go up to Tobermory for noise and scrutineering, the main event starts at 9.00pm with 9 stages in the dark. Christine and I went down to Craignure to set up for service on the sea front. It is a bit like the old RAC with the lights,

generators, trolley jacks, tyres and wheels everywhere.

There were no real problems just check nuts and bolts, fuel clean windows etc.

We got to bed at 3am and were up again to check the car over at 8am. A change of tyres cure a small oil leak was all we had to do, so we then off to Tobermory for the afternoon service. Andy completed the 6 afternoon stages with one small off just creating some extra work by resting the tracking etc.

We then went back to the cottage and waited for Andy so we could

service the car again for the final 4 stages on Saturday night and Sunday morning early hours.

Back to Criagnuire for the final service, with a fair bit of time to kill Christine and I tasted the free mussels and cheese laid on by Visit Scotland. We also tried the local venison in a burger for the princely some of £2.70 (it was very good). No real problems with the car except there was a small problem with getting the fuel into the car but he did have enough to finish the job.

The result was 1st in class and 34th overall, which was great

considering the amount of work put in by Andy before the rally. Out of the 115 entries only 52 finished most of these seemed to go out with damage.

This is a slow rally with the average speed being below 50 miles per hour, but it is a fantastic event one I must do.

PS: Tobermory is where the location which was used for the Children's television programme Balamory.



You will be safe in these guys hands on the Isle of Mull





The Sporting Car Club of Norfolk
do: The Heathers
Caston
Attleborough
Norfolk
NR17 1DD

25 August 2011

Dear Lynne and ALL at the The Sporting Car Club of Norfolk

I am writing personally to thank you for your very kind donations, which now total **£1,250.00** this year for East Anglia's Children's Hospices (EACH). It is a fantastic amount of money to have raised from selling draw tickets amongst other things. It will go a long way towards helping the children and families that we care for; thank you so much for your support. It really is appreciated.

Every penny raised makes such a big difference to EACH. £5 could pay for art supplies for a session of specialist play. £20 means we can provide a nursing care kit for delivering care in the family home. £37 means we can buy a session of music therapy with an EACH music therapist. £74 could pay for two hours of bereavement support for all family members and £148 would enable us to provide four hours of care at end of life. This year, we have to raise £4.8 million in donations to continue delivering our services; this amounts to **£13,000 a day, every day of the year.**

Thank you once again - if you would be interested in visiting one of our Open Days or would like any more information on EACH then please do not hesitate to contact me on 01953 715538

Kind regards,

Chaire LeLievre
Norfolk Fundraiser

MILTON • QUIDENHAM • IPSWICH
www.each.org.uk
Presidents: The Rt Hon. The Lord Newton of Brainzee
Registered in England No. 3550187 Registered Charity No. 188284 Registered Office: EACH, Milton, Cambridgeshire CB24 6AB

Please reply to:-
5B Allkmaar Way
Norwich International Business Park
Norwich
NR6 6BF
Telephone 08450 669 999
www.eaaa.org.uk



We need you today. You may need us tomorrow.

Mrs Lynne Weilbelove
The Heathers
The Street
Caston
Attleborough
Norfolk
NR17 1DD

8th September 2011

Dear Lynne,

On behalf of the East Anglian Air Ambulance let me take this opportunity to thank you so much for your donation of £1250 from your 60th anniversary raffle. It was lovely to meet you all last night and I truly appreciate your hard work and enthusiasm. Please accept this letter as an acknowledgement of your donation and I enclose a certificate of thanks. As I mentioned, if you would like for us to come out and give a talk to any of the many groups you are involved in just let me know and we would be delighted to do so.

The East Anglian Air Ambulance now runs two fully medically equipped helicopters (code-named Anglia One and Anglia Two) serving the people of Bedfordshire, Cambridgeshire, Norfolk and Suffolk. Between the two helicopters they are able to provide a life-saving resource reaching patients quickly and if required, transporting them to hospital within minutes. With no government or National Lottery funding, it takes around £4.2million a year to keep our helicopters flying. On-going public support is essential to enable us to continue offering this vital service and we are very grateful for your kind donation.

Thank you once again for your support of the East Anglian Air Ambulance.

Kind regards,

Hannah Clay
Area Fundraising Manager
South Norfolk
hannah.clay@eaaa.org.uk
Office Telephone: 01603 489405
Mobile: 07917 227064

Registered Office: Hangar D, Gambling Close, Norwich, Norfolk, NR6 4EG. Telephone 08450 699 999
Registered Charity in England and Wales. Registered Charity No. 1003370.



East Anglian
Air Ambulance

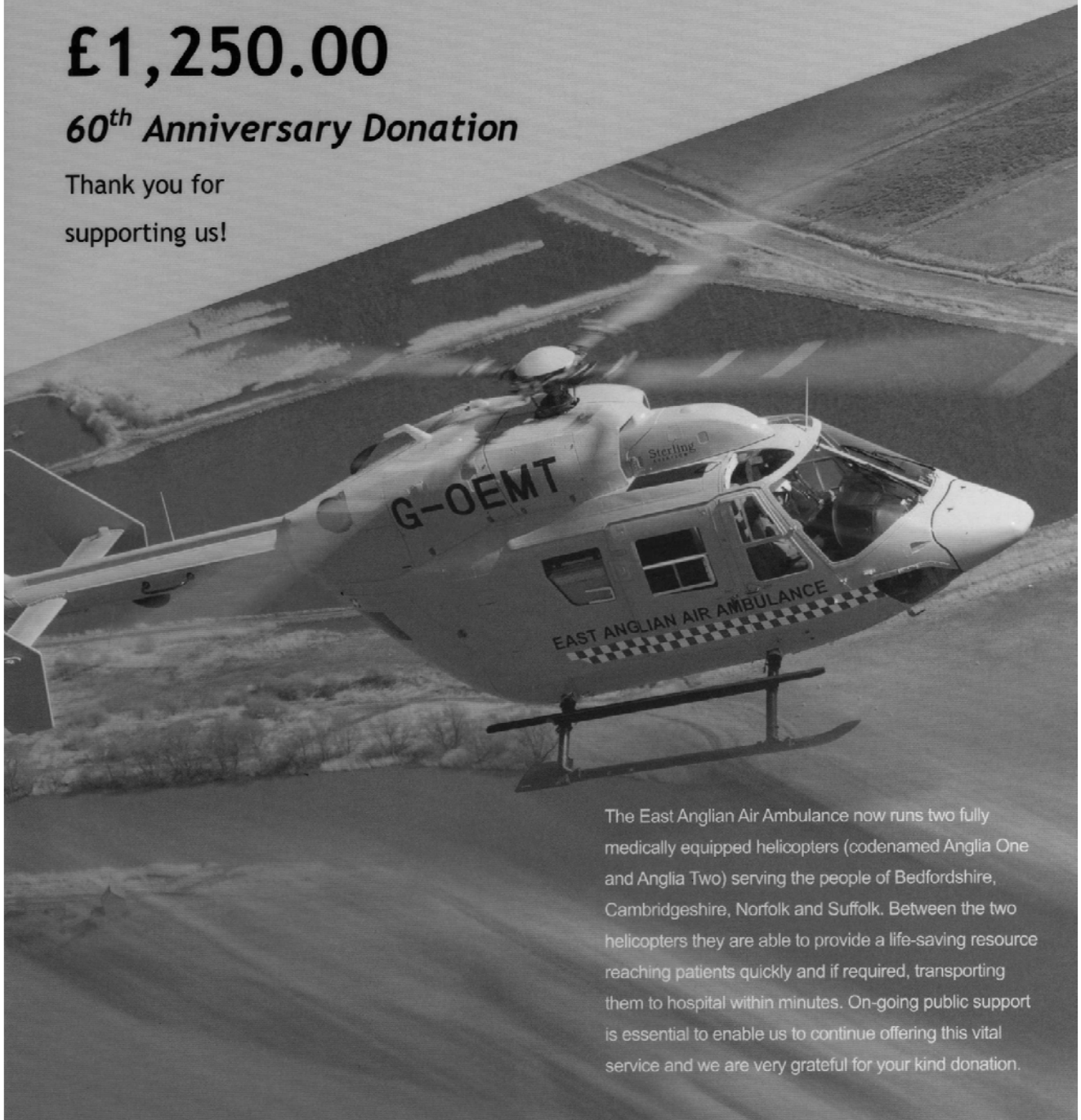
September 2011

Sporting Car Club of Norfolk

£1,250.00

60th Anniversary Donation

Thank you for
supporting us!



The East Anglian Air Ambulance now runs two fully medically equipped helicopters (codenamed Anglia One and Anglia Two) serving the people of Bedfordshire, Cambridgeshire, Norfolk and Suffolk. Between the two helicopters they are able to provide a life-saving resource reaching patients quickly and if required, transporting them to hospital within minutes. On-going public support is essential to enable us to continue offering this vital service and we are very grateful for your kind donation.

East Anglian Air Ambulance
Hangar D, Gambling Close, Norwich, Norfolk NR6 6EG
Tel 08450 669 999 Fax 01603 269322 Website www.eaaa.org.uk

We need you today.
You may need us tomorrow.

Registered Charity No. 1083876.

Some Recent and not so Recent History

Peter Riddle

FERSFIELD MOTOR RACING CIRCUIT

Back in May, on the weekend after our Wheels vs Wings event at Kimberley Hall, I went over to the Rougham Airfield Museum for the start of the South Suffolk Classic Car Run organised by Tony Burchnall of Eastern Counties Motor Club. They had a good turnout of about 60 cars on a breezy, but warm and sunny day.

The programme for our SCCON event at Kimberley Hall, describes the involvement of some founder members of SCCON in the motor racing at Fersfield during 1951, and the route of ECMC's classic run visited the former Fersfield Airfield to the north east of Diss. So I drove over there to look at what remains of the original circuit. After following a very bumpy and dusty access road for a quarter of a mile I was greeted by Tony at the car parking area. He told me that the old circuit was still just about driveable but that the surface is now badly broken up with huge potholes. Most of the classic owners wisely decided not to drive round the circuit but a black 1930's 2-seater was standing approximately on the old start-finish line ready to go. I asked the owner if I could hop in and ride round with him. His name was Mark and he readily agreed. Off we went, not very fast because of all the potholes, but he was able to slide it around a bit on the very dusty surface and I was grinning from ear to ear. His car (registered GH 1852) was a Standard Avon special. In the 1930's Avon built specials with sports car bodywork fitted to chassis supplied by Standard - just like William Lyons did for his SS models, the forerunners of Jaguar.

But Standard didn't allow Avon to tune their 'standard' engines so Avon specials generally weren't as fast as the SS (Standard Swallow) specials. Mark bought his car in 2003 without an engine and he has fitted a 3.3 litre Ford Model 'A' engine with a George-Riley twin-port overhead inlet-valve conversion (no connection to Riley in the UK). Although it is not fast by modern standards, it makes such a light car quite a nippy machine.



Much of the concrete of the original airfield has been broken up and nowadays the tracks that do remain are much narrower than they were, at only about two car widths wide. There is also a mystery about the exact route of the original circuit at its north end. Look up grid reference 082855 on O.S. map 144 where you can see the runway that formed the main straight of the racing circuit heading NNW with the former main runway extending to the

south west. Back in 1951, the main runway extended further to the north east, running parallel to the north edge of the wood. A few people can still remember the racing at Fersfield, and their recollection is that the racing cars turned right for a short straight on the main runway before rejoining the perimeter track running down the east side of the airfield. From the 1951 race results, it is possible to calculate the circuit length from the quoted race times and the winners' average speeds. There are some anomalies and errors in the results, but performing these calculations generally gives a circuit length of 2 miles, but to get a full 2 miles would mean they didn't turn right onto the main runway, but continued in a NNW direction to join the perimeter track at 082858. It's possible that both circuit layouts were used during the three race meetings held at Fersfield and Leigh Trevail of ECMC is endeavouring to discover the truth of the matter. If you know anyone who was at Fersfield in 1951, please let me know.

While at Fersfield, I also met Frank Rout who spectated at the second race meeting held at Fersfield on 17th June 1951. He was still at school and he cycled there with a friend. He had a conversation with SCCON founder member Robert Pattenden in the pits and after discovering that Frank was very enthusiastic about cars, Robert gave him a business card and said "come and see me when you leave school". And that is how Frank got his first job in 1953-4, working in the stores for Boshier and Pattenden Motors. He reported to Graham Hoare who was the manager at their servicing and repair workshop premises in City Road, Norwich, at the top of Long John Hill.

Frank recalled that the Earl of Kimberley was a regular customer, making it virtually certain that he bought his Healey sports car from Boshier and Pattenden in Norwich before racing it to Newmarket racecourse against Matthew Banks' Auster light aircraft.

Frank also remembers that a 4-seater Riley Lynx being raced by a Mr. J.N. Abbott tipped onto two wheels while cornering fast at the north end of the circuit. After the driver took off some steering lock, the Riley came back down onto four wheels but careered off the track towards Frank and his friend standing in the field. They ran for their lives! As the driver steered his car back to the track, he shouted out "thanks lads, I would have turned over if you hadn't run out of the way". If you want to know what a Riley Lynx looks like: ask Julian Riley as he has a 1938 model.

I then drove to the finish of the ECMC run where they had an excellent club stand, shared with West Suffolk Motor Club at the South Suffolk Show at Ampton. There was a nice touch at the end of the run because Leigh Trevail had brought together four of the actual cars that raced at Fersfield in 1951. They were:

- M.G. TD registered XS6931 driven by the hugely well-liked Archie Scott-Brown in his debut race on 22nd April 1951. Archie nicknamed this car 'Emma'.
- Fraser Nash driven by Chris Sears (2 wins and 2 second places at Fersfield)
- Connaught L2 registered MPH996 raced by Bobby Pattenden (3 second places at Fersfield)
- Fiat Balilla sports 2-seater driven (I think) by Dickie Metcalfe

All in all, another splendid day out.

WHEELS vs WINGS 2nd May 2011 - Programme corrections

Acknowledgements	Should read Mr. Trevor Addison
Page 3	Boshier and Pattenden were not an official Alvis dealer, though they did sell second-hand Alvis cars.
Page 9	The year for the Ford Sierra XR4i should read 1984.
Page 15	Fersfield 17th June 1951. Race winner 'R.Revitt' was taken from the race results, but his
	real name was Reg Rivett. His nephew still lives in Wymondham.

JAGUAR E-TYPE 50th ANNIVERSARY CELEBRATION RUN

Kip Bertram former owner of Bertram Books and a past participant in our SCCON Classic Car Run is a great Jaguar E-type enthusiast. He and his wife have a V12 each and Kip organised a car run on 20th August this year, solely for E-types to commemorate the 50th Anniversary of the car's launch. Starting at Norwich City Football Club at Carrow Road, the route included a stop at Blickling Hall and went via St. Mary's Road in Cromer, where Malcolm Sayer, who designed the E-type's classic body shape, used to live.



I didn't take part in the run (no E-type!), but I had encouraged several E-type owners who had previously entered SCCON's Classic Car Run to contact Kip and join in his run. The event attracted a very impressive 37 participant cars and SCCON members who did take part in the Jaguar run were Jack Sears (who raced an E-type in 1961), Mike Bell and Keith Colman. I went to spectate at The Waterside at Rollesby and I noticed that Bart Kearney was driving unaccompanied, so I blagged a short ride in his perfectly restored red left-hand-drive Series 1. Despite being a car enthusiast all my life, a ride in an E-type had somehow eluded me and Bart put that right. It made an interesting comparison with my Healey. The Jaguar has a more compliant ride and though both engines are very smooth running straight sixes, the E-type's is more refined and better isolated.

Kip recognised me from our SCCON event at the Forum in Norwich and kindly invited me to the finish at his home at Bergh Apton where a generous supply of wine and canapes accompanied the car chat on a warm summer evening.

SNETTERTON 60TH ANNIVERSARY

The Aston Martin Owners Club held their 300/200 race meeting at Snetterton on 10th September and because the very first event held at Snetterton in October 1951 had also been promoted by AMOC, the current circuit owners MSV designated this meeting to commemorate Snetterton's 60th anniversary. The first event ran with assistance from several early SCCON members and in 1951, AMOC's event doctor was SCCON member Dr. Ian Pearce who always ran tuned-up cars that had been 'breathed on' by Boshier and Pattenden in Norwich.

SCCON were invited to have a display stand at Snetterton and about a dozen SCCON members attended, getting a good opportunity to see racing on the new 300 circuit. Gravel-voiced singer/songwriter/guitarist Chris Rea was racing a red and gold Ferrari 308 GT4 and his small equipe was set up immediately opposite SCCON's pitch.

During the lunch break, with free lunches for SCCON courtesy of MSV, there was a parade of historic Aston Martins and we were given the opportunity to walk around the cars and have a close look at them parked on the grid. We could see what you get nowadays for a quarter of a million pounds - the current price for a mint DB5! Disappointingly, there was only one pre-war Aston, but my favourite was quite the scruffiest car there by a country mile. It was a dark green Aston Martin DB2 registered NGO651 and my interest in this car is because it is the only Aston Martin ever to win the RAC Rally. Lyndon Sims, Rupert Jones and Tony Ambrose drove it to first overall in 1956 and Sims used the same car to win his class in the 1956 Tulip Rally (10th overall) and to finish 2nd in class (22nd overall) on the 1958 RAC Rally. Clergyman Rupert Jones went on to become a member of the BMC rally team and was known as "the rallying Reverend" while Tony Ambrose also joined the famous BMC Competitions Department. Tony won the legendary Spa-Sofia-Liege Rally in 1964 navigating and sharing the driving with Rauno Aaltonen in an Austin Healey 3000. In 1965 he won the RAC Rally with Rauno in a Mini Cooper 'S', the only time a Mini has ever won the RAC, and the pair also won the European Rally Championship in 1965.

Eastern Counties MC had set up an excellent display of historic race programmes and a copy of the Autosport report on Snetterton's first sprint-race meeting dated 2nd November 1951. The fastest time was recorded by Ken Wharton in his pre-war 2-litre ERA with an average speed of 82 mph. Autosport also published a photo taken in the pits that shows a young fresh faced Frank Rout (see the previous article about Fersfield) up close with some of the drivers.

I was privileged to meet Leslie Marr, now 89, who raced his 1937 Aston Martin Ulster during the first meeting at Snetterton in 1951 and later ran Connaughts in three Formula 1 races (winning one non-championship race in 1955 at Davidstow Circuit in Cornwall). He said that Snetterton wasn't really a race, because the cars were flagged off in groups of two to six cars, and the driver with the fastest time for two laps was declared the winner. His Aston had cable brakes tensioned by the brake pedal or by the handbrake lever outside the cockpit on the right side of the car next to the gear lever. But the brake pedal wasn't very effective, and Leslie could get more braking by pulling on the handbrake lever, so he mainly used the handbrake for braking and therefore he couldn't

brake and change gear at the same time. Leslie didn't win any of his races at Snetterton but did win an award for the "best Aston Martin".

To complete the day, local motoring artist Andrew Kitson gave an entertaining and informative talk on the history of Snetterton showing how the circuit has changed over the years. For me the highlight was a brief black and white film, taken in 1952, that shows SCCON founder member Bobby Pattenden racing his HW Alta - thank you Andrew.

SPORTING CAR CLUB OF NORFOLK - MIXED SURFACE AUTOTESTING

The following article was posted on the internet by Chris Barns back in July 2009

First up was the Sporting Car Club of Norfolk mixed surface Autotest held at, but not on, the Snetterton race circuit one glorious Thursday evening in June. Unusually, SCCON Autotests require a passenger but my usual rally navigator, Rob, pulled out at the last minute. This left my fiancée Hayley to heroically fill the breach. Hayley is not really a motorsport type of person. Or an old car type of person. She doesn't much care for trying to give directions to a driver. She is definitely not a going fast person. But she is brilliant at supporting me and, to be honest, hadn't really understood what was about to happen.

I hadn't deliberately misled Hayley – her confusion was a result of an interesting point of language. As I pointed out later, I had said "we won't be going very fast" by which I meant we wouldn't reach a high speed, which we didn't. It is fair to say that the first run came as a bit of a shock to exactly half the people in the car.

As we screeched away from the line and the back of the car drifted around the first cone (the M.G. Midget does this well), the route papers Hayley was holding flew into the air and she used some words she doesn't use very often.

When the tyre smoke cleared from the stop-astride finish line I looked across to see Hayley noticeably pale and quiet. The next day her arm ached from clinging onto the roll-cage.

Brilliantly we then watched one of our competitors do a test while his passenger ate a pasty and Hayley started to calm down. By the end she was giving instructions – "slalom all the way down then one-eighty" and finishing them with "Darling" - which Rob never does.

There were about twenty competitors, mostly "double driven" cars where two drivers take it in turn to have a run. There was enormous variation in the cars from an ancient creaking Fiesta to a Lotus Seven and a brand new Fiat 500. Some cars were rally prepared so we were surprised and chuffed to finish third overall.

Latest Landranger Map Editions



No	Title	Date Published	Edition
131	<i>Boston & Spalding</i>	16-10-2006	D1
132	<i>North West Norfolk, King's Lynn & Fakenham</i>	30-03-2011	<u>D1</u>
133	<i>North East Norfolk, Cromer & Wroxham</i>	06-10-2009	D2
134	<i>Norwich & The Broads, Great Yarmouth</i>	11-12-2009	D2
143	<i>Ely & Wisbech, Downham Market</i>	17-11-2008	D1
144	<i>Thetford & Diss, Breckland & Wymondham</i>	18-04-2011	B3
154	<i>Cambridge & Newmarket, Saffron Walden</i>	13-11-2009	D2
155	<i>Bury St Edmunds, Sudbury & Stowmarket</i>	30-05-2006	D2
156	<i>Saxmundham, Aldeburgh & Southwold</i>	04-02-2008	B2

Lyng Garage Production Car Trial

The Lyng Garage Production Car Trial will take place at Cadders Hill, Lyng (MR 133 GS 0617) on Sunday 6th November

As well as the main trial there will be some non damaging and easy 'try a trial' hills aimed at beginners who would like to have a go at this grass roots motorsport

All marshals who get in touch with the organisers **before** the event will receive a free hot soup & a roll **and** some of Lynne's lovely pudding.

There are no facilities at the venue but competitors will be able to buy hot soup and a roll **and** Lynne's lovely pudding all for £3 per person. Please can you let the organisers know if you would like food when you send in your entry form.

(see later for a few words about what to expect)

Marshals Post

David Bell

Upcoming club events – SCA Race and Rally 12 Car, Lyng Garage PCT, Waveney Mushrooms 12 Car and the re-arranged Snetterton PCA

Other clubs:

~~*Lynn Charity Stages on Sunday 23rd October at MOD Sculthorpe (nr Fakenham) organised by King's Lynn & District Motor Club round of the 2011 Ward Construction AEMC Stage Rally Championship*~~

Woodbridge Gymkhana on Sunday 13th November at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club

Tamworth Snetterton Stages on Sunday 20th November at Snetterton organised by Wickford Automobile Club & Green Belt Motor Club

Preston Road Rally on Saturday 3rd & Sunday 4th December starting from Barton Mills and finishing at Elveden Estate organised by Chelmsford Motor Club

Rockingham Stages on Saturday 10th & Sunday 11th December at Rockingham organised by Thame Motorsport Club & Middlesex County Automobile 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)

2011 / 12 12 Car Championship

Round 1 – Friday 30th September

P & H Novice 12 Car

Organised by David & Katy Leckie and sponsored by Pat & Henry Fairhead

Regs & Entry Form included with the August & this newsletter

Round 2 – Friday 28th October

SCA Race and Rally 12 Car

Organised by Jonathan Stimpson & David Burlingham and sponsored by Alan Shrimpton

Regs & Entry Form will be included with this newsletter

Round 3 – Sunday 25th November

Waveney Mushrooms 12 Car

Organised by David Mann & Robert Aldous

Regs & Entry Form will be included with the October newsletter

Round 4 – Friday 27th January

Your Ideal Shop 12 Car

Organised by Howard Joynt & Bernie Fox and sponsored by Chris Edwards

Regs & Entry Form will be included with the December newsletter

Round 5 – Friday 24th February

Canada Garage Motorsport 12 Car

Organised by Mark & Lorraine Annison

Regs & Entry Form will be included with the January newsletter

Round 6 – Friday 30th March

Lyng Garage 12 Car

Organised by Chris More and sponsored by Dennis Ward

Regs & Entry Form will be included with the February newsletter

Timetable for ALL rounds:

Entries open on the Wednesday 16 days before the event and close on the Friday 7 days before the event

www.scon.co.uk/SCCoN201112Car.htm

12 Car Round 1

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
8	N	Chris More / David Smalley	-	3	1	
11	B	Rob Henchoz / Amy Henchoz	-	9	2	1
6	N	Jonathan Stimpson / Graeme Aldridge	1	-	3	1
12	B	Trevor Addison / Andy Hayward	2	17	4	2
9	N	Dale Lawson / Andrew Lawson	2	23	5	2
7	N	Paul Brunton / Nick Wale	4	-	6	3
5	N	Mark Annison / Richard Johns	4	8	7	4
1	E	John Peterson / Peter Riddle	-	11		1
2	E	Robert Aldous / David Mann	-	15		2
3	I	Ant Liddle / Garth Collier	-	39		1
4	I	Bernie Fox / Howard Joynt	10	38	11	2

Thanks to David & Katy for organising, Pat & Henry for sponsoring and all the marshals: Henry (Scrutineering), David, Katy & Danny (Start & Course Closer), Ian (TC2 & TC8 & Results), Alan (TC3 & TC9), Linda, Lorraine & Seb (TC4 & MC10), Brian, David & Elaine (TC5), Dan, Suzanne & Donna (NC6), Christine & Phil (TC7). Special thanks to Mark Annison and Ian Doble, without their last minute assistance there would have been no event.

Championship Positions after round 1 (top 11):

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	12						12
2	Rob Henchoz	11						11
3	John Peterson	10						10
4	Robert Aldous	9						9
5	Ant Liddle	8						8
6	Jonathan Stimpson	7						7
7	Trevor Addison	6						6
8	Dale Lawson	5						5
9	Paul Brunton	4						4
10	Mark Annison	3						3
11	Bernie Fox	2						2

Navigator	1	2	3	4	5	6	Total
David Smalley	12						12
Amy Henchoz	11						11
Peter Riddle	10						10
David Mann	9						9
Garth Collier	8						8
Graeme Aldridge	7						7
Andy Hayward	6						6
Andrew Lawson	5						5
Nick Wale	4						4
Richard Johns	3						3
Howard Joynt	2						2

2011 Clubmans Series Championship

Round 7 – Sunday 6th November

Lyng Garage Production Car Trial

Organised by David Leckie

Regs & Entry Form will be included with this newsletter

Round 5 (re-arranged) – Sunday 11th December?

Snetterton Production Car Autotest

Grass Autotest

Organised by John Peterson

Regs & Entry Form included with the November newsletter

www.scon.co.uk/SCCoN2011ClubmansSeries.htm

Clubmans Series Round 6

Scatter

Round 6 and another short report! This time an entry count of 2½ forced another cancellation, at least Howard & Bernie's hard work can be filed away and put to good use in next year's championship. There is some good news, the team is going to have a go at re-arranging round 5 (Snetterton Grass PCA) – the new date is Sunday 11th December. Get your entries in ASAP for round 7.

Championship Positions after round 6 (top 17):

o/a	Driver	1	2	3	4	5	6	7	Total	
1	John Peterson	16	15	19	8	C A N C E L L E N D E D	P O S T P O S T P O S T		58	
2	John Wadeson	12	12	16						40
3	Sam Wadeson		15	19						34
4	Jonathan Stimpson	18		13						31
5	Alan Sampson	10		10	4					24
	Mark Harries		10	14						
7	David Daniels		11	12						23
	David Leckie	8	9	6						
	Rob Kitchen	23								
	Tom Leckie	8	9	6						
11	Mark Annison	20	2							22
12	Jim Deacon	11		8						19
13	Richard Pearson		18							18
14	Candy Wadeson	5	7	5						17
	Dan Hilton		13	4						
	Joe Annison	17								
	Nick Wale	15	2							

Road Rallying September Round Up

Another tale of two events; both crackers.

Jackson Trophy – 3rd / 4th September

The 8th round of the ANCC, 6th round of the ANEMMC, 7th round of the EMAMC, 4th round of Peak Trophy and 16th round of the ANWCC Championships, starting and finishing in Hope using map 110 teamed up with Hugh with his newly fettled MG ZR. The event ran to the Plot & Bash / Pre-Plot format introduced in 2010 (pre-plot the 'Quiets' with two Plot & Bash hand outs, one at the start and one at petrol).

While the car ran it went well, unfortunately there were one or two teething problems, Plotting light catching fire, potti going out after the first bump, slipping clutch and no brakes. Hugh was under strict instructions to bring the car back in one piece after our last outing ended with a seized engine due to a gravity induced loss of oil so it was always going to be a steady run.

First section included some traffic lights and a 'smooth' white with the assurance from the briefing that it would be slackly timed – Ho Ho – how we chortled with 2:01 dropped at iTC3 and 7th quickest (everyone dropped time with 0:59 quickest – what was that about a steady run). It was obvious that the timings were going to be on the tight side, even the link / quiet sections had no margin for wrong slots.

All went OK until the first longish section taking in most of the fast yellows over The Strines including a trip through Wigtwizzle (scene of various incidents on previous events). Towards the end of the section brake smoke was replaced by sparks and at TC12 the car decided enough was enough and sent the engine management system into 'safe mode' and that was that.

After sitting for an hour or so the engine fired up and all was well, back to the start and a very early breakfast,

The event has had a very good press and has, in my opinion, been one of the better 2011 events

Clitheronian – 24th / 25th September

The 9th round of the ANCC and 18th round of the ANWCC Championships, starting and finishing at J4 on the M65 (Blackburn) using maps 98, 103 & 104 teamed up with Andy from Beverley & DMC in his Proton Coupe. The event ran to the usual 75% Plot & Bash / 25% Pre-Plot format (some of the most straight forward pre-plot you'll ever come across).

Easy first half with a somewhat more challenging second half. One novelty was the use of envelopes for the route cards (just like a 12 car). The first half contained just the one dropper (the 061 way), unfortunately the marshal at the end wasn't quite on the ball causing some crews to be more heavily penalised than others (also causing a delay with the results). We also suffered quite badly due to baulking (not intentional, just unfortunate).

The procedure at code boards was to record the digits and then get the card endorsed by the marshal if manned). The boards were 'hidden' behind a control board to make sure you had to stop. Unfortunately we caught our minute man at the first board, then him and our two minute man at the third board and then minute man, two minute man and three minute man at the manned fourth board, very frustrating.

No real dramas to petrol south of Skipton. Four droppers in the second half (the Preston way) with the bulk of the event being a 48

minute regularity with three intermediates starting outside Malham and finishing in Langcliffe via Malham Tarn, Arncliffe, Littondale, Halton Gill, Pen-y-Ghent Fell, 25 miles of fast featureless moorland yellows, blind brows, cattle grids, no junctions but one for the boys with the well filled britches!

The long regularity threw up another marshal issue. Briefing and marshal instruction sheet was quite clear, standard sections timing on card presentation but the clock would be stopped on passing the control board but you were OK entering on your previous minute, regularity sections timing on passing the control board. The timing at the second intermediate control on the long regularity was to the minute but according to the briefing you had to sit outside the control until your minute had started (in effect taking however long it took you to be processed by the marshal out of your next timed to the second section). Unfortunately the marshal did not seem to be following the rules meaning that crews who followed the rules were about 30 seconds worse off than those that didn't (no time penalties shown in the results for this control – we weren't the only crew to notice this).

Cracking event, well put together and a very, very Novice friendly (we finished with a total penalty of 10:32 but were only 1 minute late at the final competitive control.

After a steady run round we ended up 10th o/a, 3 minutes behind 9th and 3 minutes in front of 11th. As it turned out our time lost on the first dropper would have made no difference to the result, it would just have been a bit closer.



Miscellaneous

Car Trial Driving Tips & Techniques



TRICKLING & BLASTING

TRICKLING

Trickle is the condition when there is no wheelspin; it does not imply any lack of power or speed. A high speed trickle over a relatively flat surface is also known as Floating.

Application of the trickle is generally where the passage of the car does not change the surface and at all times where traction is not a problem. Typically this would be over grass, heather, tree roots or any natural growth and any hard ground, such as dried mud or rock provided there are no loose bits on top.

Trickle relies on the principle that it takes far less force to keep an object moving than it does to get it moving in the first place. The art in maintaining the trickle is in responding to the severity of the hill and the power & torque characteristics of the engine to anticipate and avoid the breaking of traction. Another factor is the gravitational transfer of weight from front to rear as the severity of the hill increases, reducing grip for front wheel drive cars just when it is needed! It takes courage and conviction to reduce power at the moment when, in normal driving, it would be increased to maintain speed. These conditions test the low rev torque of the car to the limit – that limit being stalling the engine, whence game over!

It should be apparent by now that it is essential to use first gear when trickling, so as to maximise engine speed at very slow car speeds. The prescribed methodology is to add speed when the going permits and to back off on the difficult or slippery parts, so you are not loading the tyre contact patch with torque just where the ground has the least grip. Thus you use the momentum gained from the speed to carry you over the problem area. All of this should have been pre-planned as described under Tackling a Section.

BLASTING

Blasting involves achieving the highest wheelspin rate the car can produce, which in some cars will involve using a gear other than first! The objective is to disperse the top surface so that we can drive on drier or grippier ground below. On mud, the wheelspin flings the mud out of the tyre tread, enabling it dig down to a better surface. Apart from mud, other surfaces dictating blasting is where there is loose matter (leaves, stones, etc). Finally, blasting can work when all else fails by the drying effect from the friction created and the extreme forces employed – but you do have to react quickly!

TACKLING A SECTION

ASSESSMENT

Walk the hill – all of it, every time – and assess:

- ROUTE memorise; after each round look out for changes – don't blindly follow old tracks!
- SURFACE grip, moisture, fresh grass or worn track, how it changes with each passing car or round
- UNEVEN AREAS
 bumps, rocks, severe banks, ruts, roots, trees, grounding points & other hazards, off-section dangers
- SLOPE where steeper or more flat, cross-camber
- EXIT ROUTES at various points of hill, especially if the conditions suggest you won't be able to prevent the car from sliding down the hill once the attempt has ceased.

OBSERVATION

Look how others do it – both successfully and unsuccessfully:

- START position, angle, grip, best launch technique
- APPROACH trickle, float or blast on different parts of the section
- SPEED how fast or how slow depends on surface, bumps, ability, severity of corners
- LINE observe both front and rear wheel positions through difficult bits
- PASSENGER CONTRIBUTION
 where and where not to bounce
- MARKERS correlate difficult points to nearest marker
- MARSHALS ask for scores being achieved, difficult points, policy on 4 wheels out.

STRATEGY

If what others do works, it merits serious consideration, but it need not necessarily be the only way to crack the nut. If you fail to plan what's best for you, you plan to fail.

- PLAN A exactly how you intend to tackle each part of section in advance
- PLAN B be prepared to change if what you are doing can obviously be improved by an alternative technique/line/etc. Do it before it is too late!

DRIVING THE HILL

The margin between success and failure is minute!

- POSITION park away from start and approach in chosen gear
- PREPARATION
 when on line take a couple of seconds to focus fully on your plan before setting off; don't be distracted by noisy cars on other hills
- APPROACH really commit yourself to trickling, floating or blasting at your chosen points in the section
- LOOK AHEAD
 where possible, look several markers ahead

- **EXPECT THE UNEXPECTED**

several factors can upset your initial plan but it is the skill and speed with which you adapt which determines whether you are successful or not

- **SAFETY** always remain in control

- **SPORTSMANSHIP**

where the ground cuts up, avoid unnecessary damage and immediately cease your attempt when indicated by the marshal. Accept marshal's decisions with good grace.

EXITING THE HILL

- **RETAIN CONTROL**

exit slowly; be aware of people, section markers and all hazards. Avoid getting sideways on steep slopes. Don't turn out of a section unless safe to do so.

MENTAL ATTITUDE

- **FOCUS** on completing the section successfully, not on difficulties, in order to give yourself confidence

- **CONCENTRATE** fully on the task in hand

- **FORGET** silly errors made earlier and focus on next section

- **DON'T** let success on one hill or round go to your head, or you are bound to make unnecessary errors

- **NEVER** take any section for granted

- **GET IN THE "ZONE"** before the first hill and stay in it for the rest of the event!

GENERAL PREPARATION

- **ARRIVE** at the event in good time

- **DON'T** be last through scrutineering and hold up the drivers' briefing

- **PARK** safely between sections, across the slope with handbrake applied, engine off and first gear selected

- **DON'T** obstruct other competitors

- **KEEP** to the allotted running order

- **BE READY** to start when it's your turn

- **PLEASE THANK** the marshals when exiting each section on the last round. Remember that without these volunteers there would be no motorsport!

ENJOY YOUR SPORT!

Email from Tony Burchnall (Eastern Counties Motor Club) to Martin

Hi Martin,

We had a useful committee meeting on Tuesday evening and have, collectively, decided that the future depends on us doing something rather than sitting round feeling sorry for ourselves. (Big step forward)

We want, as a club, to get about six events during next year. We appreciate that there is little future in trying to run traditional autotests if we are to get a decent entry but feel that all-forwards events may be what folk want and we want to find an additional Trials site for a bit of variety. We also like the idea of Autosolos and think there may be a future in them. So, two each of Trials, Autotests/Slalom and Autosolo.

We will try to find venues so that we are not too distant such that we are making it awkward for SCCoN members to travel and we feel that the only way forward if we are to survive as relatively small clubs is to cooperate as effectively as we possibly can. We need to make it easy for each club to attract entrants from our neighbours and, as far as possible, organise ourselves well in advance so everybody knows what is going on. The AEMC calendar seems to be less than useful in helping to secure dates and assist planning but our two clubs and West Suffolk could easily work so that we ran a local diary of events.

It was suggested at a meeting elsewhere that the MSA believe it is possible that in a few years time there will only be about 20 viable clubs left in the country. Personally, I would really regret that. I belong Chelmsford because it runs big events very well but it doesn't cater for ordinary Clubman motorsport, except perhaps with its Gymkhanas. Although CMC itself is aware that it is not providing entry-level sport and is looking to alter that situation, they will not attract membership for events round Mid Essex from folk in North Norfolk, or perhaps even North Suffolk. So we need to be acting together but as three individual clubs in promoting ourselves in the press and making people more aware of our existence.

It would be very pleasant to have a chat over a pint somewhere about all this but, in the meantime, can we throw about some ideas using email?
I will speak to West Suffolk to see if we can make this a three-way conversation and see where it all gets us.

Also, West Suffolk had a very encouraging result with a Taster Day for trials newcomers at Wattisfield a couple of weeks ago and got several potential new members. ECMC are going to run a similar event at Seckford on Sunday November 27th. It will be a proper Trial with special hills for newcomers to try non-competitively (if we can get a permit which lets us). Full details will follow very shortly.

Any views you have on the above would be much appreciated.

Kindest regards,

Tony.

Please pass on any views to Martin