

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2012



## Midsummer Vintage and Classic Car Run 2012

photo courtesy of www

### Events in August

<b>Sunday 12<sup>th</sup> August</b>	<b>Thursday 16<sup>th</sup> August</b>	<b>Sunday 19<sup>th</sup> August</b>
<b>Tibenham Autosolo</b>	<b>Clubnight</b>	<b>Summer Scatter</b>
<b>Tibenham Airfield</b>	<b>Ugly Bug Inn</b>	<b>Fakenham Racecourse</b>
<b>Contact David Bell</b>	<b>Contact Howard Joynt</b>	<b>Contact Howard Joynt</b>

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## Included with this edition:

[Tibenham Autosolo  
Regs & Entry Form](#)

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

[Spotlight by Email  
Registration Form](#)

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**Gordon Wellbelove**

Anglian AutoSOLO  
Challenge

Autosolo & Autotest

Tibenham Airfield  
Sunday 12<sup>th</sup> August

Clubmans  
Championship

Paul & Nick's Summer Scatter

Fakenham Racecourse  
Sunday 19<sup>th</sup> August

## The Latest ...

### Social Events

Howard – Social Secretary:

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

### Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **Ugly Bug Inn** at Colton

Please join us there on **Thursday 16<sup>th</sup> August** for the next Natter & Noggin

### Diary Dates

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

**Sunday 12<sup>th</sup> August  
Clubmans Round 6  
Tibenham Autosolo**

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

**Sunday 19<sup>th</sup> August  
Clubmans Round 7  
Navigational Scatter**

**Tuesday 4<sup>th</sup> September  
Clubmans Round 4  
Snetterton Autotest**

Wednesday 5<sup>th</sup> September  
Management Meeting at the Ugly Bug Inn, Colton

Thursday 20<sup>th</sup> September  
Club night at the Ugly Bug Inn, Colton

**Friday 28<sup>th</sup> September  
12 Car Round 1  
P & H Novice**

**Saturday 10<sup>th</sup> November  
Clubmans Round 2  
Snetterton Autotest**

### 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 12<sup>h</sup> August  
Clubmans Round 6  
Tibenham Autosolo

Monday 27<sup>th</sup> August  
Hutton Kitchens Brands Hatch  
Summer Stage Rally

Sunday 12<sup>h</sup> August  
Clubmans Round 6  
Tibenham Autosolo

Friday 28<sup>th</sup> September  
12 Car Round 1  
P & H Novice

Sunday 21<sup>st</sup> October  
Lynn Charity Stages

Saturday 10<sup>h</sup> November  
Clubmans Round 2  
Snetterton Autotest

### Paul & Nick's Summer Scatter

Sunday 19<sup>th</sup> August

Round 7 of the 2012  
Clubmans Championship

Fakenham Racecourse

### [Ugly Bug Inn, Colton](#)



2012 Dates	Event	Champ.	Contact(s)
Monday 2 <sup>nd</sup> January	New Year Treasure Hunt & Scatter	Clubmans	Howard Joynt & Bernie Fox
Thursday 19 <sup>th</sup> January	Club night		
Friday 27 <sup>th</sup> January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 <sup>th</sup> February	Club night		
Friday 24 <sup>th</sup> February	12 Car	12 Car	Mark & Lorraine Annison
Friday 9 <sup>th</sup> March	March Hare		Ian Doble
Thursday 15 <sup>th</sup> March	Club night		
Friday 30 <sup>th</sup> March	12 Car	12 Car	Chris More
Thursday 19 <sup>th</sup> April	Club night		
?	Broads Explorer Classic Scatter		Howard Joynt
Sunday 29 <sup>th</sup> April	Autosolo	Clubmans	
Thursday 17 <sup>th</sup> May	AGM		David Leckie
Thursday 14 <sup>th</sup> June	Production Car Autotest	Clubmans	David Bell
Thursday 21 <sup>st</sup> June	Club night		
Sunday 24 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 19 <sup>th</sup> July	Club night		
Sunday 12 <sup>th</sup> August	Autosolo	Clubmans	David Bell
Thursday 16 <sup>h</sup> August	Club night		
Sunday 19 <sup>th</sup> August	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Tuesday 4 <sup>th</sup> September	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 20 <sup>th</sup> September	Club night		
Friday 28 <sup>th</sup> September	12 Car	12 Car	David & Katy Leckie
Thursday 18 <sup>th</sup> October	Club night		
Friday 26 <sup>th</sup> October	12 Car	12 Car	Jonathan Stimpson
Sunday 4 <sup>th</sup> November	Production Car Trial	Clubmans	David Leckie
Saturday 10 <sup>th</sup> November	Production Car Autotest	Clubmans	
Thursday 15 <sup>th</sup> November	Club night		
Friday 30 <sup>th</sup> November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 20 <sup>th</sup> December	Club night		

[www.scon.co.uk/SCCoN2012Calendar.htm](http://www.scon.co.uk/SCCoN2012Calendar.htm)



# Editorial Chair

**Martin Newson**

Hi Club Members

July has been quite a quiet month with not much going on in motor sport in our area, yes I know there has been a small event going on in the London area.

I have got to say I enjoyed the opening ceremony, it might have cost a small world debt to stage and some countries might not have understood what was happening but who cares it was a very British night.

The cameo roles with the Queen and Rowan Atkinson were brilliant. I heard that some countries reported the Queen was very "game" to be jumping out of a helicopter at her age.

Back to what we know, motor sport.]

This month we are staging two events, and as said before we need your support as it takes a lot of hard work in the organisers free time to bring an event to reality,

and the biggest reward is to see a good number of people enjoying themselves and wanting to do it all again the next time we organise that type of event.

Please support them with your entries and by turning out to marshal.

These dates and previews will be repeated throughout this addition of Spotlight.

**Date August 12<sup>th</sup> Event Autosolo**

Place Tibenham, Norfolk. Map Ref 144/ 155893 or for your sat nav NR16 1NT

This is the fourth round of the series, this time we have booked the weather (we forgot to do that in April). We need your entries, any car can be used on this time of event, test's will be open to suit all types of car and driving styles.

If you do not want to enter, please come along and marshal( more bodies are needed), we will provide marshals with tea/coffee and a filled roll at lunchtime, please let Christine (01502 716280) know if you can help out on the day (you could text 07733 430304).

**Should you come along please call into the club-house.**

**DO NOT DRIVE OUT ONTO THE MAIN RUNWAYS WITHOUT INSTRUCTIONS AS THERE ARE GLIDER AND LIGHT AIRCRAFT MOVEMENT ALL DAY.**

**Follow the arrows keep to the edge of any runways you drive on. BE VIGILANT**

**Date August 19<sup>th</sup> Event Navigational Scatter**

Starting at Fakenham Racecourse sat nav NR21 1NY  
Finishing at The Longham White Horse sat nav NR19 2RD

Map 132 will be needed and refreshments will be available at both the start and finish.

**Date August 26<sup>th</sup> Event Rally at Brands Hatch organised by Chelmsford Motor Club**

Please register details with Chelmsford Motor Club if you are available to marshal and let Martin Newson know by either email or on 01502 716280

The newsletter is now available electronically and a link will be emailed to Club Members who register

You will need a copy of Adobe Acrobat Reader on your PC, type [www.scon.co.uk/spotlight/201208.pdf](http://www.scon.co.uk/spotlight/201208.pdf) into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

Adobe Acrobat Reader is available as a free download from [get.adobe.com/uk/reader/](http://get.adobe.com/uk/reader/)



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Photos courtesy of Bob & Carole at Digicamco

## Marshals Post

David Bell

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

*Other clubs:*

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

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

*Further information (if any) available from David Bell on 01603 720871 – there are also links to the relevant sites on the Marshals page on the club website ([www.scon.co.uk/SCCoNMarshals.htm](http://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](http://www.scon.co.uk/SCCoNCalendar.htm))*

### Clubmans Round 6

#### Tibenham Clubman Autosolo & Autotest

Sunday 12<sup>th</sup> August

4<sup>th</sup> event in the Anglian AutoSOLO Championship

### Clubmans Round 4

RE-ARRANGED

#### Snetterton Production Car Autotest (Sealed)

Tuesday 4<sup>th</sup> September

### Clubmans Round 2

RE-ARRANGED

#### Snetterton Production Car Autotest

Saturday 10<sup>th</sup> November



## Huntsman Rally

Jonathan Stimpson

### Huntsman Rally - 30<sup>th</sup> June

Following a good result last year Ian and I decided to have another go at the Huntsman Rally again as it was an event we both enjoyed previously. Promising more off road tests and more challenging regularities it was good value for a full day's driving. Unfortunately the episodes leading up to the event made the day a little more of a challenge than I had hoped.

I had been meaning for a while to get my new car log booked whilst everything was in date so shortly before the event I went to see Rob Dominy to get things sorted. Whilst there we had a quick check around the car and noticed I had what appeared to be a worn ball joint. On 205's this means a new lower arm so I picked one up in the next few days confident this would solve the problem. Fitted and tightened up, everything seemed ok.

The organisers of the event had changed the reg's slightly this year and were not allowing knobblies. Running a bit short on time I only managed to get all my tires changed and on the car the day before the event. I dropped it off the stands and had a quick drive to check all felt ok, unfortunately all was not well. In a straight line the car had a mind of its own and was roaming all over the road. Home and jacked up again to find the hole in the hub carrier for the ball joint pin had been ovalled, a common problem with 205's and I was concerned the ball joint may drop out of the carrier on the rough whites. With it now being 6pm I was hoping to get to bed by 8 ready to be away at 4 for scrutineering at 7. Things did not go quite to plan.

I did not have a spare hub carrier and could not get hold of anyone who I thought might have one so I

quickly had the car apart again and tried shimming the hole to solve the problem. It was too badly damaged to get any kind of result I was confident would last the rally so thinking cap on I re-assembled the car and headed over to a friend's workshop. We removed the hub carrier, welded around the inside of the hole and then bored it out in the correct size again hoping it would last ok but welding cast with a mig welder is not always successful.

Once home I finally loaded the car up, managed a few hours sleep before collecting Ian en route and headed for scrutineering. We had been seeded 17<sup>th</sup> so at 10:17 we were on our way to the first tests. Slightly nervous about how the repairs would hold up we elected to take things pretty steady at first not wanting an early bath. Unlike last years concrete airfields the first two tests Birch coppice and Keepers Cottage were both very







rough through wet woodland and Matt Chapman in the 106 had already rolled off into a ditch as we came through the first section. I did not feel our times were quite on the pace as I was still concerned about the car. On the second run through we pushed on more and hit some bumps very hard and by the end of the section I could only get 3 gears.

There was only a short transport section to the next test Ivanhoe, and not much time to try and repair the car so remembering this test from last year we decided to crack on and try and fix things after. With only 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> the uphill sections through the farm were tough but still felt we set a good pace. Once out on the road I found a heat shield on the exhaust has slipped following a good knock and jammed in the gear linkages, I managed to bend this out of the way and we were off again but not sure how much time we had lost not having 2<sup>nd</sup> gear through 2 tests.

The next test Spring Wood went very well enjoying the longer section and felt like we set a good time. This was followed by 3 regularities, the first timed to the minute and the other two to the second. The roads were far more challenging than last year and it was genuinely hard to keep up an average speed of 30mph on narrow lanes in the daytime. We made a couple of small errors here but hopefully not too much time dropped and Ian coped well with the speed changes and plotting the nav on the go.

We stopped for the lunch break where I had a good chance to check the car over before the afternoon. It was obvious things had started to wear again as we had movement in the joint again but decided to press on for the afternoon as we were enjoying ourselves and it's far more fun trying rather than holding back. 6 tests for the afternoon starting with Ivanhoe again this time: much faster with 2<sup>nd</sup> gear. Followed my Rising Wood and Beaumont both

done twice finishing with Spring Wood again from the morning. We felt we set some good times through the afternoon and despite a quick hedge visit in Spring Wood the car went really well despite the odd knock from the ball joint.

We finished about 5pm, had dinner and loaded the car up. Carlton motor club as per last year are not particularly speedy about getting the results out and as we had a long drive home elected to get on our way. Results came through the next day and we were very happy to find ourselves 1<sup>st</sup> in class and 4<sup>th</sup> overall. We felt the afternoon tests and regularities went well but were concerned about our morning times, if only we had pushed on a little more. A good day though and happy that not only we made the start but also got home ok. Thanks Ian for another good event.

Jonathan Stimpson

## Road Rallying July Round Up

### Polyroof PK Memorial – 30<sup>th</sup> June / 1<sup>st</sup> July

The 12<sup>th</sup> round of the ANWCC Championship and a rare trip 'over the dyke'; starting and finishing at the Rhug Estate (nr Corwen); maps 116 & 125: teamed up with Paul in his Proton.

100% pre-plot with an intricate route never going more than 10 miles Corwen split about 25% on the top of 125 and 75% on the bottom of 116. We ended up running at 44 as Experts out of an entry of 90 (plus 10 reserves) but as things turned out we should really have been running as Novices. The qualification for Expert was for either crew member to have finished in the top 10 of a Nat B. On our normal regional championship events all you need to do is compete regularly and you'll end up in the top 10 but in Wales it's a different ball game – to finish in the top 10 you've got to be a bit good! So running at 44 out of the 50 expert crews entered felt a bit out of our depth.

The whole event was just different. Scutineering and documentation ran from 14:00 to 19:00; route handed out to car 1 at 20:01; car 1 due to leave at 21:46; car 1 due to finish at 02:51. The start venue were some sheep sheds on the Estate and they quite easily accommodated the 100 cars, two scutineers with enough room for signing on and two or three trade stands. The big issue with competing on a Welsh event is that every crew needs to provide a marshal, well a couple of emails had sorted us out with a local boy but this was still going to cause me a problem on the night. I'd arranged to meet Paul at the trailer park at 16:00 and this went to plan. Scutineering was very efficient and we were in the queue for documentation by 16:30.

Signed on OK but before we needed our marshal signed on before we got our rally pack – nothing really to do with the information in the rally pack as it turned out but a look at the time cards would have been beneficial. The deadline for marshal signing on was 19:00 but after a bit of ferreting around I discovered that our boy was very local and wouldn't be arriving until after 20:00. In the end I didn't get my rally pack until after the drivers briefing.

Finally got the pack and by the time I'd had a look at the contents and realised that I needed some clarification all the crews that I knew were busy plotting the route. The regs had the expected description of the controls – the standard MC, TC, PC, via, SC and RC. However the time card for the first half listed the controls as MC0, MC1, SS1S, SS2F, ST1, FT1, SS3S, SS4F, SS5S, MTC6, MTC7, MTC8, SS9F/MC2i. By the time I'd registered this I was in the queue for my route cards – what was the significance of an MTC? I didn't have the confidence to ask a Welsh boy as I didn't want to look like an idiot and I wasn't confident that I'd be given the correct answer – decided to wing it. Starting before midnight means no sections timed to the second although I did know that there would be a test held on private land in the first half (ST1 to FT1). The regs also implied that there would be the usual 4 types of section (standard, neutral, transport, special test) with make up only allowed between MC2i and MC2o. However there was no indication on the time cards of which sections the controls covered (i.e. a NTC would normally mean that the previous section was a neutral etc) – this was the main reason that we should have been running as a

Novice – very embarrassing to arrive at a control and have no idea what type of section we had just done! As it turned out the route cards contained this information – sadly I didn't work this out until after the event!

Timing in controls was on presentation of the time card – you were given the time on the clock when you gave the marshal the time card so your paperwork was done after your minute had started.

The route was defined by 3 A4 sheets of grid references (every GW, PC, Control plus one or two route clarification vias) including app and dep directions – 155 of them. I hate grid references so my excuse is with 105 minutes plotting time I didn't really have the time to appreciate the subtle extra bits of information tucked away on the sheets. I managed about 130 before we had to leave confident that I'd have enough time at half way to finish them off.

The first half was a fairly straight forward figure of eight to the west of Corwen. Things could have been a bit glum early on as the first section used a white through a farm yard with a GW onto a yellow followed by a GW onto a brown. Called the GW onto the yellow but the first hint that we were on the yellow was a DSO, stopped for a signature expecting a ticking off (or worse) but all we got was a take care at the next junction – penalties for missing the GW would have been harsh. Next up was the test through another arrowed farm yard and along a couple of grass tracks – things were cutting up quite badly for us at 44 so it must have been a bit grim for car 90. Time for a wrong slot and my first bit of naivety! Dropped a couple of minutes between FT1 and SS3S BUT (as I worked out later) SS3S was a

Neutral time control so penalty free, what I should have done is wait for the next minute! Total confusion and we were only at SS3 and I still had no idea what an MTC was!

SS4F saw us drop another 2 minutes with most of that down to me setting off well into our minute at the previous control. A neutral section to SS5S followed by a competitive section to SS9F via MTC6, MTC7, MTC8 and 7 manned PCs. I'm sure that you can probably work out what an MTC was; I'm assuming that it was a Mid Time Control.

This section contained the highlight of the event for me. Having been advised that there was a very slippery bit on a path through a field not once (rally pack), not twice (other competitors at the start) but thrice (marshal manning a PC at the entrance to the field) and that we should go carefully. The route went up a bridleway over a hill via a PC / SGW across a yellow into the cautioned field and much to the delight of the massed spectators as the footpath went 60 right hairpin left down a quite steep incline we went straight on leaving us only one option (suggested by a chorus of welsh voices) which was to take a step into the unknown by driving over the edge of a cliff (well grassy bank really but that wasn't how it looked to Paul). We weren't the only ones judging by the tyre marks down the bank and we ended up on the correct track pointing in the correct direction none the worse for our little adventure! 116 / 011 475½ for the notes

The second half used most of the yellows on the bottom of map 116 looping up to Ruthin, back through Clocaenog Forest to Corwen; with alternate sections timed to the second.

What do you do with 90 marshals, well you include loads of manned passage checks and at each

check the marshal prints their name on the time card creating 'droppers'. A good example was the section between TC12 and TC13, a 4 minute section timed to the section where every crew dropped time. It went TC12, 300m PC11, 600m PC12, 600m PC13, 200m L@X, 200m PC14, 600m PC15, 500m TC13.

Another memory was a NAM in the middle of a village with the start control on an A road crossroads with the NAM 20m after leaving the start on a yellow. The NAM diagram showing TR, follow the arrows, R@T GW back onto the yellow. The diagram didn't show the full picture as the TR right was actually a tight HR up the drive of a bungalow, and the arrows went through the front garden, round the back garden and a few sheds back down the drive onto the yellow – only in Wales!

Back to Novice level big time for most of the second half. We were caught by car 46 (one of the many very rapid escorts) and not wishing to upset the locals opted for the cardinal sin of letting them past and running on the same minute. Running on the same minute as the car in front is not good news on a Welsh event but I convinced Paul that we were treating the whole thing as a learning exercise and if somebody had taken 2 minutes out of us it was only fair to let them past at a control as there are very few overtaking opportunities. However what I should have done is dropped back a minute at the first Neutral control, sadly as I still hadn't worked out where the Neutral controls were this wasn't an option.

At the finish I didn't think we'd done too well finishing 35<sup>th</sup> o/a but after studying the times it turned out not too shabby as we'd been doing OK on the sections timed to a second – I just dropped too many silly minutes

through naivety.

We finished on 22:52 with the winners on 1:21 (but we did beat all the Novices!).

I'll hopefully be back – anyone fancy a trip to Wales for a bit of marshalling?

## Morecambe Road Rally – 21<sup>st</sup> / 22<sup>nd</sup> July

The 14<sup>th</sup> round of the ANWCC Championship and another trip up North; starting from the M6 services at Burton-in-Kendal and finishing in Arkholme: map 97: teamed up with Hugh in his MG ZR.

This is an event that I have had good results in the past, but not this year. 100% pre-plot (167 references in 2 hours) but usually a bit rougher than the other events running in the North West. All went well until we were being counted down at TC8 and Hugh informed me that the alternator had gone and we needed to be back to the trailer ASAP. Fortunately we weren't too far away and we made it, just, with the car cutting out as we rolled into the lorry park at the services.

Shame really as we were running behind the car that eventually won, For a change the rally gods decided to have a go at the top 10 runners, car 1 got stuck waiting for a marshal to be towed out of a boggy white causing delays for the rest of the top 10 with car 11 the first one to get a clear run and we were running at car 12. The organisers were caught between a rock and a hard place as this was the only dropper on the night so the penalties stood.

It looked to be a good event with most of the route using the roads used on the Lonsdale Belt.





# 2012 Clubmans Series Championship

## Calendar

**Round 1 – Monday 2<sup>nd</sup> January**  
Scatter

**Round 2 – RE-ARRANGED – Saturday 10<sup>th</sup> November**  
Production Car Autotest (Grass - Snetterton)

**Round 3 – Sunday 29<sup>th</sup> April**  
Dual Permit Clubman Autosolo and Autotest

**Round 4 – RE-ARRANGED – Tuesday 4<sup>th</sup> September**  
Production Car Autotest (Sealed – Snetterton)

**Round 5 – Thursday 14<sup>th</sup> June**  
Production Car Autotest (Sealed – Tibenham)

**Round 6 – Sunday 12<sup>th</sup> August**  
Dual Permit Clubman Autosolo and Autotest

**Round 7 – Sunday 19<sup>th</sup> August**  
Scatter

**Round 8 – Sunday 4<sup>th</sup> November**  
Production Car Trial (Lyng)

### Championship Positions after round 5 (top 10):

<b>o/a</b>	<b>Driver</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>Total</b>
<b>1</b>	John Peterson	8		21		15				44
<b>2</b>	John Wadeson			16		13				29
<b>3</b>	David Mann	13				10				23
<b>4</b>	Sam Headland			7		15				22
<b>5</b>	Garth Collier			13		7				20
<b>6</b>	Simon Riley	19								19
<b>7</b>	Wendy Burge	19								19
<b>8</b>	Geoff Bateman	7		11						18
<b>9</b>	Jonathan Stimpson					18				18
<b>10</b>	Josh Ward			18						18

# Anglian AutoSOLO Challenge

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

Results are available for the first event – Tibenham 1

SCCoN                      Sunday 29<sup>th</sup> April                      Tibenham Autosolo and Autotest

Results are available for the second event – Waterbeach 1

WSMC                      Sunday 20<sup>th</sup> May                      McCullough's Waterbeach Autosolo and Autotest

Results are available for the third event – Waterbeach 2

ECMC                      Sunday 8<sup>th</sup> July                      Waterbeach Autosolo and Autotest

Regs are now available for the fourth event – Tibenham 2

SCCoN                      Sunday 12<sup>th</sup> August                      Tibenham Autosolo and Autotest

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

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

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

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

### Why dual permit?

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

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

[www.scon.org.uk/aac12](http://www.scon.org.uk/aac12)

# Anglian AutoSOLO Challenge

**Waterbeach 2**

#	Driver	Car	Class	Total	Class	O/A
34	John Peterson	Mini Clubman	D1	964.4	FTD	1
8	Peter Zytkeiwicz	Ford Fiesta	A2	974.4	FTD	2
23	Tomas Marciniak	Honda S2000	B	990.0	1	3
36	Richard Nel	Westfield SeiW	E	1009.0	1	4
7	Tim Hanman	Mazda RX8	A2	1012.5	1	5
18	Roger Dudley	Mazda MX5	B	1013.3	2	6
39	Barry Denny	Lotus Elise	E	1015.3	2	7
21	Philip Mullane	Mazda MX5	B	1016.4	3	8
6	Adrian White	BMW 318 is	A2	1023.0	2	9
17	Adam Cable	Mazda MX5	B	1037.3	4	10
30	Robert Dudley	GBS Zero	E	1040.8	3	11
4	Duncan Christmas	Fiat 126	A1	1047.8	1	12
37	Matt Denny	Lotus Sunbeam	D2	1048.8	1	13
15	Peter Hanman	MGF	B	1049.8	5	14
38	Andrew Dudley	GBS Zero	E	1050.5	4	15
14	Mike Herbert	Mazda MX5	B	1059.8	6	16
9	Matt Brewerton	Rover 200	A1	1089.2	2	17
13	Christopher Pettitt	Mazda MX5	B	1094.0	7	18
32	Ben Cutting	Nissan Micra	D1	1100.4	1	19
2	Garth Collier	Renault Clio	A1	1112.8	3	20
35	Nick Barrett	MG Midget	E	1123.9	5	21
16	Elliot Rolph	Toyota MR2	B	1135.9	8	22
33	John Conboy	Mini Scamp	D1	1149.9	2	23
12	Chris Barns	Porsche Boxster	B	1152.0	9	24
20	Matt Gibson	Porsche Boxster	B	1179.7	10	25
1	Paul Brewerton	Rover 200	A1	1193.9	4	26
3	Hannah Ellis	Citroen AX	A1	1279.5	5	27
5	Peter Brewerton	Triumph Dolomite	A2		DNF	

28 entries, 28 starters and 27 finishers

#	Driver	Car	Class	Total	SCCoN	O/A
34	John Peterson	Mini Clubman	D1	964.4	1	1
2	Garth Collier	Renault Clio	A1	1112.8	2	20
12	Chris Barns	Porsche Boxster	B	1152.0	3	24



## Anglian AutoSOLO Challenge

Overall

AutoSOLO – top 25 (after Waterbeach 2) – Classes A1, A2, B, C								
O/A	Driver	1	2	3	4	5	6	Total
1	Peter Zytkeiwicz	16	16	16				48
2	Garth Collier	13	13	12				38
3	Adrian White	12	13	12				37
4	Philip Mullane	11	13	12				36
5	Tomasz Marciniak	15		15				30
	Peter Hanman	9	11	10				
7	Christopher Pettitt	8	12	8				28
8	Simon Hatfield	15	12					27
	Ian Rowles	15	12					
10	Duncan Christmas		11	15				26
11	Sam Weller	13	10					23
	Geoff Hodge	8	15					
12	Matthew Willgoss	10	12					22
13	Chris Barns	7	8	6				21
	Adam Cable		10	11				
15	Tim Hanman	5		13				18
	Mike Herbert		9	9				
17	Geoff Spencer	5	1					16
18	David Leckie		15					15
	Ian Webb		15					
20	Mark Banham	13						13
	Alan Hockham		13					
	Matt Brewerton			13				
	Roger Dudley			13				
24	Marvin Epton	12						12
	Matthew Helm	12						
AutoTEST – top 11 (after Waterbeach 2) – Classes D1, D2, E								
O/A	Driver	1	2	3	4	5	6	Total
1	John Peterson	16	16	16				48
2	Ben Cutting	11	15	13				39
3	Tony Burchnall	12	13					25
4	Jonathan Sharp		15					15
	Matt Denny			15				
	Richard Nel		15					
7	John Wadeson	13						13
	Barry Denny			13				
9	Leigh Travail		12					12
	John Conboy			12				
	Robert Dudley			12				

## Miscellaneous



*"When Reliability Matters"*

### About Us

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

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

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

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



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

Midsummer Vintage and Classic Car Run 2012



Photos courtesy of Phil Newson & www



## SNIPPETS

**Optimism 1**

It's a good idea to develop a healthy dose of optimism when competing in motor sport. We've just passed the centenary of the sinking of the Titanic and full marks for optimism must go to a certain Jack Phillips, the wireless telegraph operator on the stricken liner. He e-mailed a message to his parents: "We've hit an iceberg, but practically unsinkable, so making slowly for Halifax. Don't worry." Sadly he perished in the water.

**Optimism 2**

A more recent optimist was James Bond film stuntman Gary Conner (no relation to Sean), who sky-dived from a helicopter at 2400 feet onto 18,600 cardboard boxes without deploying his parachute. He landed at 60mph onto a pile of boxes that was over 100 yards long, but only just over 40 feet wide! With that special sort of loyalty well known to motor sport enthusiasts, his wife's comment to the waiting press was; "He is obviously totally bonkers".

Stop press: Gary was the parachuting stunt double for the Queen during the 2012 Olympics opening ceremony.

**SCCON in 1953** (the year of the Queen's Coronation)

It was reported in 'The Motor' magazine of 7th October 1953 that the Sporting Car Club of Norfolk ran a chase event whereby a trail of red dye was laid at intervals along the route. There were twenty entries but only three crews managed to find and follow the dye correctly on the first stretch of the route. On subsequent sections it was easier to guess where the route might go and the majority of entrants correctly discovered the painted roads.

Don Burrell was the winner in his supercharged Hillman Minx with a Mr. A. Williment in second place driving a Bentley. Do you think we'd get away with painting lines along the Queen's highway nowadays? They'd never know it was us! And there was lots of painting on the Queen's highway during the Olympic cycle races.

West Essex Car Club had just run their Essex Rally on 20th September, won by Dick Jacobs in his M.G., while one-armed SCCON member Ted Cleghorn was a class winner in his manual gearbox, side-valve Dellow.

Twenty years earlier in 1933, Ted had an M.G. Magna that he drove to a 2nd Class award on the Colmore Trial in the midlands, a Premier award on the Lands End Trial and a Silver Award on the London to Exeter trial.

**Ford motorsport in days long ago.**

In the 1930's there was a team of unmodified Ford V8's called the Jabberwock team that took part in hill-climb trials, often climbing muddy unmade tracks in the woods of England. The team name had been taken from a piece in Lewis Carroll's, Alice Through the Looking Glass:-

*And as in uffish thought he stood, the Jabberwock with eyes of flame,  
Came whiffing through the tulgy wood and burbled as it came.*

Ford V8's won the Monte Carlo Rally in 1936 and 1938 and Ford V8 engines have been burbling ever since.

**Mirror, Mirror .....**

A SCCON member's wife was looking at herself in a full length mirror. She said to her husband, "Oh dear, I don't feel good; I'm getting older, fatter and I'm much less pretty these days. I need someone to pay me a really nice compliment." "Well at least your eyesight is damn near perfect." He's hoping to be out of hospital soon.

**Idea for a present .....**

Another SCCON member's wife was nearing a significant anniversary. She was hinting about what she wanted and said "I'd like something really shiny that'll go from 0 to 100 in under 5 seconds". Her husband bought her a set of chrome plated kilogramme bathroom scales. He's in another hospital bed nearby.

**Motorway Service Areas**

Nowadays motorway service areas have baby changing facilities. Now I've got nothing against people swapping their kids; if you don't like your kids just carry on and exchange them. When you see the horrible kids some people have got, you do wonder why they haven't made better use of these facilities already. But don't just do it on whim - you have to be so careful. My sister changed one of hers at Membury Services, but the baby she got instead is a right little tyke. (*nicked from comedian Rhod Gilbert who I met recently in Norwich*)

**SCCON Committee**

Generally SCCON committee meetings are friendly and amicable affairs. But at one meeting a few years ago, there was a heated debate about the kind of events the club should be running. One member became so irate that he said "now look here, half the members of this committee have no idea what they're talking about." The chairman sought to calm things down a bit and with remarkable equanimity he replied: "No, you're quite wrong; exactly the opposite is true".

**Stonehenge - did you know it was repaired and partly re-erected in 1901 and again in 1920 & 1958 & 1963!**

I recently took the A303 on our way to visit my son's future mother-in-law in Devon. On arrival I mentioned to her that our route had taken us past Stonehenge and she told me the following story. She once met the Dalai Lama and that meeting led to her entertaining a group of Tibetan Buddhist monks who were making a visit to England. She made special arrangements for them to visit Stonehenge and in recognition of their religious spiritualism they were allowed to go right up to the stones and to touch them, something the British general public is no longer allowed to do. At the end of the visit they were asked about how they had felt in such historic surroundings.

They replied: "Well it was all right, but what we really needed was a football!"

Peter

Extract from a book by Pat Moss – perhaps an idea for next year's Lyng Garage

*The Story So Far*

But Mum will not admit it to this day.

There were not as many rallies that year because of the petrol shortage, although things did improve considerably shortly after the Liège—maybe petrol supplies got a bit easier or something—and we did one or two of the usual ones. In October I went in a really super one called the Hants and Berks Experts Night Rally. This one is not really a proper rally. You have to enter it in a certain frame of mind; you should take as many people in the car as possible and just go out for a night of fun. There is no serious driving. It is another of those with hidden marshals and there is expert navigation, but it is all fun. They give you the most dreadful things to plot, quite impossible for most people. I went with Willy Cave, who works for the BBC, and Willy is a wow with maps and has a head like a computer.

One of the clues they gave ran like this: the SS *Fred* is cruising along the Thames at a steady seven and a half knots against the current. (So one has to work out its progress bearing in mind the current—which is marked on the maps—and the speed.) Then, after a certain time, SS *Fred* fires a rocket at a certain bearing and with a given velocity. The marshal is at the point where the rocket lands.

Willy was super and sat and plotted things like this. It took even him about an hour and a half, but in spite of that we were first away. But our troubles were only just starting, in fact, because all the marshals were well hidden.

Willy was so accurate that he could say: 'Right. Stop the car and you will find the marshal about one hundred yards in that direction in that wood.'

Of course, the wood would turn out to be a young plantation with trees so close together it was impossible to get through. Some of the marshals were across water so that we had to find a boat and row over. Some were underground. One was in an underground stream and we had to get into a coracle and row down the stream.

Another marshal was in a local lovers' lane and he was disguised as half of a courting couple. There were about a dozen cars in this lane when we arrived, all with couples in them, and there was no way of telling which was the right car. Some, we knew, would be decoys because they always have decoy marshals out just to fool you. (Why anybody should undertake to spend the night as a decoy in an underground stream or in the middle

*Granny Goes Abroad*

of a wood when he could be a courting couple decoy I will never know!)

This lovers' lane was one of the early stops in the rally so a lot of other cars arrived just after us and there were queues of rallyists going down the line of cars, knocking on the doors and asking: 'Are you the marshals?'

Within a few minutes half the cars parked in the lane had disappeared and there were only the decoys and the marshals left. It really was killing to see the genuine couples hurriedly sorting themselves out and then moving off like a convoy to find somewhere else to park.

Another of the marshals was in a haunted house and they had people in sheets jumping out at us and wailing and rattling chains. We knew it was a joke but it was quite eerie all the same.

In the end we won that rally because we were the only ones to get to the last control, which shows how good Willy Cave was at plotting difficult routes.

By this time I was writing a car column for the *Sunday Empire News* and I got a lot of cars to test. A couple of weeks after the rally with Willy Cave I had a Wolseley 1500, number UOH 882, a Press demonstrator, and I had no other car to use in the Moss Trophy Rally, so I asked BMC if I could take this one and they said yes. Willy Cave and John Sprinzel came with me and the car was absolutely standard with no extra lights, no belts to stop navigators being thrown about and with ordinary shock absorbers and things. It rolled like mad on corners. After a while John fell sick and the only way to cure him was to let him drive. After another little while I felt sick so I had to drive again and then Willy felt sick, so he had to drive.

In spite of all this we won, which was very funny considering the state we were in, and pleased me no end because, as I mentioned earlier, everybody in the family but me had already won this rally at some time or other.

In January Wiz and I had Granny back again for the Monte Carlo Rally and this time we started from Paris. We were number 313 and John Sprinzel and Willy Cave were the number right behind us; I was really determined that they were going to stay behind us all the way to Monte, because I was going out with John at the time.