

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

October 2012



2CVs at Snetterton

photo courtesy of www

Events in October

Thursday
18th October

Clubnight

Ugly Bug Inn

Contact
Howard Joynt

Friday
26th October

SCA Race and Rally
12 Car

Ploughshare Inn, Beeston

Contact
Jonathan Stimpson

Saturday
27th October

Annual Dinner Dance
& Prize Giving

Hotel Wroxham

Contact
Lorraine Annison

Inside this issue	
The Latest ...	3
2012 Calendar	4
Editorial	5
Marshals Post	6
2CVs at Snetterton	7-8
Volvo Chat	9-10
Memory Lanes	11
Road Rallying	12
2012 / 2013 12 Car Championship	13-14
2012 Clubmans Championship	15
Anglian AutoSOLO Challenge	16-18
Miscellaneous	19+

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

[SCA Race and Rally 12 Car
Regs & Entry Form](#)

[Snetterton PCA
Regs & Entry Form](#)

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

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Annual Dinner Dance
& Prize Giving

Hotel Wroxham
Sunday 27th October

Anglian AutoSOLO
Challenge

Autosolo & Autotest

Waterbeach
Sunday 28th October

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 18th October** for the next Natter & Noggin

SCA Race and Rally 12 Car

Friday 26th October

Round 2 of the 2012 / 2013
12 Car Championship

Ploughshare Inn, Beeston

Diary Dates

Wednesday 3rd October
Management Meeting at the
Ugly Bug Inn, Colton

Thursday 18th October
Club night at the Ugly Bug Inn,
Colton

Friday 26th October
12 Car Round 2
SCA Race and Rally

Saturday 27th October
Annual Dinner Dance &
Prize Giving

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

Saturday 10th November
Clubmans Round 2
Snetterton PCA

Thursday 15th November
Club night at the Ugly Bug Inn,
Colton

Sunday 18th November
Clubmans Round 2
Lyng Garage PCT

Friday 30th November
12 Car Round 3
Waveney Mushrooms

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 21st October
Lynn Charity Stages

Friday 26th October
12 Car Round 2
SCA Race and Rally

Sunday 28th October
Waterbeach
Autosolo and Autotest

Saturday 10th November
Clubmans Round 2
Snetterton PCA

Sunday 18th November
Clubmans Round 8
Lyng Garage PCT

Friday 30th November
12 Car Round 3
Waveney Mushrooms

Saturday 1st December /
Sunday 2nd December
Preston Road Rally

[Ugly Bug Inn, Colton](#)



2 0 1 2 D a t e s	E v e n t	C h a m p.	C o n t a c t (s)
Monday 2 nd January	New Year Treasure Hunt & Scatter	Clubmans	Howard Joynt & Bernie Fox
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	Chris More
Thursday 19 th April	Club night		
Sunday 29 th April	Autosolo	Clubmans	
Thursday 17 th May	AGM		David Leckie
Thursday 14 th June	Production Car Autotest	Clubmans	David Bell
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 19 th July	Club night		
Sunday 12 th August	Autosolo	Clubmans	David Bell
Thursday 16 ^h August	Club night		
Sunday 19 th August	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Tuesday 4 th September	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 20 th September	Club night		
Friday 28 th September	12 Car	12 Car	David & Katy Leckie
Thursday 18 th October	Club night		
Friday 26 th October	12 Car	12 Car	Jonathan Stimpson
Saturday 27 th October	Annual Dinner Dance & Prize Giving		Lorraine Annison
Saturday 10 th November	Production Car Autotest	Clubmans	Howard Joynt
Sunday 18 th November	Production Car Trial	Clubmans	David Leckie
Thursday 15 th November	Club night		
Friday 30 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 20 th December	Club night		

www.scccon.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Chairman's it time to come out to play,

You might have noticed in last month's newsletter there were a couple of forms, one for the first round of the 12 car series and another for the dinner dance. This is the important one, this year we have moved to the Hotel Wroxham. We have an early start to try to get in enough dinner, prize giving and dancing.

There are a few things we need to sort out before we can start, we are short of some of the annual trophies. If have received an award in the last couple of years and not returned it can you please contact me as soon as possible (Martin 01502 716280 or cjnewson32@yahoo.co.uk). I will arrange for the trophies to be picked up and then any outstanding engraving can be brought up to date.

September 16th
Venue – Waterbeach - round 5 Autosolo Series

This round saw the sun shining again, well between the clouds and it is always shining somewhere.

Another good entry of 32 drivers in an ever growing list of different types of cars and models, there seems to be no one make or model which you can say is the class or event winner.

Driving standards are very high with just a few entries hitting the cones and a few more getting the route wrong on the tests.

One of the biggest problems we have as organisers is late entries, on this event they had 12 on the Monday and by the Saturday there were over 30. In reality we could end up cancelling events because there are not enough entries by the closing date for entries. So the moral to this story is please get your entries in as soon as you can (even if you need to cancel) then we can plan things so much better an not go down the road of thinking we would need to cancel.

All ran very well with things starting on time and running to our planned time table, we even requited to trainee time keepers (John and Candy's Wadeson's sons) Sam and Tom, and they did an excellent job, with Sam spending most of the day with us.

September 23rd
Venue – Woodbridge Stages Rally

On a cold autumn morning our marshalling team ventured down to the Woodbridge airfield site to take command of a section the stage which required changes between each pair of stages. We did struggle to fully understand the stage diagrams, but with Christine putting a hot tea and bacon roll in our hands it all became quite clear.

It was a good morning with just a little hassle with these cars coming past and disturbing the peace and quiet of a Sunday morning.

I checked the BBC weather report on Saturday evening and it said it would be fine until about 1.00pm and then it would then turn to rain, they were wrong the rain came later than that it was at least 1.03pm before it came.

The afternoon went very well, but we all got soaking wet.

My thanks go to our team Maggy and Geoff Bateman, Dan Hilton, Paul Doodson, Andy Lawson, Grace and Rob, John Boot and Christine Newson.

It was fun while lasted.

Finally this month

PLEASE GET YOUR ENTRIES IN FOR THE PRIZE GIVING AND DINNER AS SOON AS POSSIBLE, WE WILL BE GIVING OUT AWARDS FOR THE 2011 CLUBMAN'S SERIES AND 2011-2012 12 CAR SERIES + A FEW OTHERS

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/201210.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

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

Marshals Post

David Bell

Upcoming club events – Snetterton Production Car Autotest, SCA Race and Rally 12 Car, Waveney Mushrooms 12 Car, Lyng Garage Production Car Trial

Other clubs:

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

FM Sudafix Snetterton Stages on Sunday 4th November at Snetterton Circuit organised by Wickford Automobile Club and Green Belt Motor Club

Preston Road Rally on Saturday 1st December & Sunday 2nd December based around Barton Mills organised by Chelmsford Motor Club

Rockingham Stages on Saturday 8th December & Sunday 9th December at Rockingham Circuit organised by 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.sccon.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.sccon.co.uk/SCCoNCalendar.htm)



2CVS AT SNETTERTON

Paul Rowland

Citroen 2CV 24 Hour Endurance Race 24th/26th August 2012- Snetterton Circuit

Wow!! Not sure where to start!

The Fine Print Team (Car no 97). We started arriving at the circuit from Thursday lunchtime. The setting up was like a military operation, tools, spare engines, the catering marquee, tents, etc, etc. The day flew by. Martin the team owner had booked the team members more than ten of us now, an evening meal off circuit which was a great chance to get to know the people that would be working hard to get the car over the finish line.

Friday I was up early ready for the day of practice, scrutineering, signing on plus two qualifying session's one in the dark. Having never driven a 2CV so I thought some basic checks would be helpful. Full roll cage. Four wheels. Race seat., Full harness, good start. I was a little confused looking for the gear stick, I found it on the dashboard, under the bonnet I could only find two spark plug leads, not to worry!. (I kept quiet)

With four practice sessions allocated to the 2CV's during the day I set off from the pits on the second session, having walked the circuit with Jon (one of the experienced drivers within our team) the day before we had discussed braking points and gear changes. The 30 minutes soon disappeared, pleased with my best lap time. I felt settled with the car. As the day progressed the fitters changed the engine and fine tuned the carbs.

During the first qualifying each of the four drivers were doing approx 5 laps each our lap times were down from earlier in the day our best nearly 4 seconds off the pole setter our pace placed us 25th of

the 39 cars. With some frantic changes made by the two mechanics and Jon prior to the session in the dark our lap times were worse placing us 34th. We were placed 21st on the starting grid for the race. Having nearly 14 hours prior to the start of the race, work began setting up a new webber carb. Expert advice was sought from the pit lane and we had the task of making the changes. Carl Hawkins (top road rally driver and mechanic) rang at midnight as he was at the circuit gates. (having done a long shift at work all day Friday) I think he expected us to be A in bed or B having a relaxing beer. No, we were still in the garage so Carl was soon on hand to help.

Crawling to our beds after 1am, we were soon back in the pits before 8am for the 20 minutes warm up session prior to the race. The whole team of 12 of us had our fingers crossed hoping the work into the early hours had paid off. The car suffered from a misfire (A common 2CV issue) and the lap times were poor. With just over an hour to the start of the race, team discussions resulted in a decision to change the engine 30 minutes prior to the start but we had only 20 minutes to take our place on the grid. Like a flash the team moved swiftly into action and had 6 minutes prior to the race so un-tested our team started in the pit lane behind the 38 other cars.

The driver order was agreed Jon, myself, Christer and then Martin. The team's prior knowledge that a tank of fuel lasting a max 2 and a half hours during the race, Jon made a great start gaining places in the mixed weather conditions the rain was falling when the race began but the sun did its job in drying the track, Jon did a quick lap on lap 45 doing 1.55128 minutes on the two mile circuit . Jon jumped out of the car at 1.20pm having done a 2 hours 20

stint he had managed to get the car to 9th place a great drive. When I took the wheel for my stint the rain poured down which made the driving fun, on the control 135 wide road tyre's. With nearly 40 cars on the track and poor visibility the driver conduct on the track was outstanding. The racing was very very competitive and the cars very evenly matched. My 2 hour 20 stint flew by with no issues and I bought the car back to the pits in 8th place, I was pleased with my performance and the car. I felt the wet conditions helped me as we slid around the wet corners. Christer then did his stint, we were pitting less than some of the other teams which was helping our lap tally. The rain kept falling, the weather resulted in early darkness so we had a long dark night ahead of us. We had at that point no mechanical issues the engine fan unit had to be changed at the end of Christer's run, because of a slight bump during the session with another car, luckily it had not over heated the air cooled engine. We were quickly back round to our second drives we were making great progress up the field having remained in the top ten since joining the top end of the field. The positions and lap times were on display via a TV link within the pits and we were in third place in the 2CV field around 5pm, 6 hours into the 24. My second slot went well again, wet but with good lap times, maintaining our position within the field. I had a quick bite to eat then headed to bed for a couple of hours sleep. I was woken at 2am as I was due back in the car at 3am. After a quick coffee the car was in the pits for my driver change without a front wing! Jon had been drafting linking onto the car in front (both cars are then quicker) and on Riches bend a slower car got in the way. The pits marshal allowed me to leave without the wing replaced but I was called in by the pit wall within a couple of laps to have a

replacement fitted, speedy job done by the garage guys. The heavens opened it rained poured and lashed down we were under the safety car for approx 8 laps whilst the marshals collected spun off cars. Green flag again and the rain was flooding parts of the circuit the bomb hole was like a swimming pool and most of the corners had standing water, not good for breaking or cornering I counted three cars off the track and two I think must have drown out in the standing water just after 3.30am the race was stopped due to the flooding. (We later learned that Snetterton had never had to stop a race before due to rain as they have great drainage) . Once the cars were parked on the grid we re-grouped into the pit garages. News travelled that the race would re-start at 5.15am with drivers back to their cars @ 5am. I elected to do another 2 hour stint.

The track had been worked on to remove some of the water but it made for interesting racing and dawn was shedding light on the circuit around 5.30am. I enjoyed some great racing and drafting and finally headed into the pits at 7am. The wet conditions helped our team using driver skill instead of fighting with a faster car on a dry track, we were laying in 6th place with only four hours racing left. The car was doing well. I did have issues with the gearbox jumping out of fourth gear. We had

to battle on as a gearbox change would be at least an hour's job.

The others drivers did great. We were in fifth place with two hours left on the clock. Jon took the wheel for the final stint. The car was now without forth gear and we had a 2 lap advantage over the sixth placed team. The whole team was hoping for the best! With a lot of tension in the air, Jon brought the car in with a misfire, after a quick turnaround we were into the last hour in 6th place. The pit wall guys shared the news that we were broken down on the circuit.

We all knew that there was no recovery in the last hour of the race, so we were faced with a DNF (Did Not Finish) result. Jon managed to limp the car back to the pits and with only 25 minutes of race left we managed to fix the car enough to sit in the pit lane to cross the finish line at 11am. As each minute passed we were losing ground and places. We lost six places to be classified as eleventh.

What a race and what a great result from a 34th quickest in the last qualifying session and 21st on the starting grid to running a strong top ten position for most of the race and a best place of third in class during the race the team and the car did very well. The rain helped us as fifteen other cars posted a quicker lap time than our

team, driver skill and the reliability of the car got us a great result.

Our team covered 584 laps covering 1168 miles during the 24 hour race, in our two cylinder 604cc air cooled Citroen 2CV. This is very close racing the battle for first place was decided on the last lap and the winner had less than a 4 second advantage over second place.

I would to express my thanks to Margaret and Martin Harrold for allowing me to be a part of the team that has undertaken this endurance race more than ten times. To the catering gang who did a great job, To Carl Hawkins for giving up his weekend to work on the spanners and most of all the rest of the whole team for their support and help making this a fantastic experience for me, one I will never forget.

Having driven on a few road rallies this year, navigated a couple of stage rallies and raced a 2CV. I have thoroughly enjoyed my motorsport this year. I am looking forward to the Malton 12 car events that are coming up and I have been asked to organize the Jan 2013 Malton Motor Club 12 car

Paul Rowland
Malton Motor Club Road Rally
Driver (Now circuit racer)



Volvo Chat

Paul Doodson

A RACING C30

Every so often Snetterton Race Circuit has a "track day", where members of the public can bring either their road car, single seater or box of bolts & charge round the circuit at whatever speed they can muster. This is completed in a very safe environment, as there are plenty of marshals, safety & medical crews to keep an eye on them, in case they decide to have a spin & go of the circuit.

It was during one of these track days a few weeks ago, while standing on the pit wall, I spied a C30 poking its snout out of a pit garage. After a few questions from the people around it, I was introduced to its owner, one Keith Issatt, who hails from somewhere near darkest Chichester, in West Sussex. A long way to come for a track day one might think, but, you would be incorrect, as the C30 is built by a local (to me) company based in Long Stratton (Norfolk). So, Snetterton is their local circuit. The company is called Excelr8 (think about it!!!) Motorsport Ltd.. The company is owned & run by a very personable young couple in the shape of Antony Williams, (Team Principal) together with his good lady wife, Justina, (Operations Director). They are both long term racing nuts (my terminology, not theirs) so decided in 2007 to form their own company, "whose desires are for performance, together with, first class support packages for drivers".. So now you know. If anyone is feeling really keen, their website is; www.excelr8motorsport.com

Back to the C30; This was built from a 2008 vintage C30 T5 SE, which had some nearside front damage. The interior was stripped of all its fitments & a full FIA Spec roll cage welded in. the shell was resprayed in white & rebuilt with KW suspension with

adjustable dampers, AP racing 4 pot brakes, 343mm diameter discs PF race pads together with a standard rear system but with Mintex 1144 race pads. To cool the front brakes, ducting has been fitted. The engine ECU has been remapped to give around 290 BHP, up from the road going 230 BHP. But compared with other vehicles in the series, the C30 is still underpowered, as some other vehicles push out 350 BHP. It was felt the car could well do with a bigger Turbo, but then, it would not be allowed in the PTCT** series. The gearbox is standard but has been fitted with a "gripper plated differential". Now I know this sounds painful, but to you & me, it means the transmission has a limited slip differential fitted. One of the weak parts are the drive shafts, which don't seem to last very long. They are fine for road use, but not really up to the task for racing & at £350 per shaft, ouch!! Volvo Cars to note.....perhaps?!!

Now as the vehicle takes part in the** Production Touring Cars Trophy it has to be "standard" except for the above mention changes, it still has all the standard electrics, as the magic word is "production". Of course certain modifications are allowed, so as to comply with racing regulations (ie fully plumbed in electric fire extinguisher the above mentioned roll cage, & a OMP removable steering wheel), but in general the vehicle is standard even down to the rear wiper being fitted. Oh yes, the car runs on Team dynamics alloy wheels, with Dunlop 210mm wide slick or wet tyres.

Race Day.

Sunday, & it was dry, which was a shame, as a wet race is a great leveller. Down went the flag & "go go go". 1st lap, all is well, but then, where is he??? Well he had gone

off. The tyres, as mentioned above, had picked up some dirt, so, on the next left hand bend the rear broke away to the right, was held, but then broke away to the left, onto the damp grass, sideways & slid full tilt into the tyre wall impacting with the left side of the car. I was about 100 yds away when this happened, but by the time I got close, (see the photo), the yellow flags were out, safety car on the circuit, marshals had him out & the medical car had arrived in scene, & off he was taken to the medical centre for a check up, which is normal. The good news is that he is ok & will live to race again. But what about the C30?? This was towed back to its garage & looked at. The main damage was to the rear suspension & that the rear trailing arm was very bent. I did suggest to Keith I had seen a road going C30 on the park, & perhaps we could borrow a trailing arm, but as this car was owned by the series organiser.....!!!!!! So Keith's car was retired, which was a shame. I got the impression, that if a trailing arm had changed, the scrutineers might have allowed it to take part in the second race, despite the dents & small damage inside, to the rear interior arch. The roll cage hadn't moved. if you look at all the photos you will see what I mean. Whilst mentioning photos you will see a photo of my 740, being held up by a young lady. Who is she? Don't know, but for sure, she brightened up the day.

As for the other races on the day; well the first prize for complete craziness must go to the go cart racers, who sit on duct tape & fibreglass about an inch above the tarmac & race around at speeds of about 140 MPH. The real frightening aspect of cart racing, is that their heads are about level with the Armco!!

While the day was not a happy one for Keith, on the plus side the

team did get some firsts, so the whole day was not wasted.

My thanks to Team Excelr8 Motorsport for their hospitality, but more importantly Keith Issatt for putting up with me!!

RUNS FOR CHARITY

Before you all think I have lost all my marbles, donned Lycra & running shoes, let me assure you these runs were wheels assisted. (I used my 740).

The first one was the Boadicea Run as organised by Roger Bear, who is the Membership Secretary & Webmaster for the ICENI MG Owners Club, based in Poringland Norwich

Here is the history bit. According to Roger the name ICENI seemed appropriate as it the name of the tribe that lived in the Norfolk / Suffolk area from the 1st Century BC to the 1st Century AD Boadicea was the Queen of the tribe, who organised a rebellion against the Romans in AD 60 / 61. So now you know. I must add the MGOC have held the run since 1966. The whole idea is to have a good day out (which we did, as the weather was glorious) for owners of Classic cars & to raise money for local charities, in this case the Motor Neurone Disease Association.

The event started at Rougham Airfield Control Tower, which is about 2 miles east of Bury St. Edmunds, just off the A14. Rougham Airfield was home to the USAAF 322nd & 94th Bomb Groups. The Control Tower Museum is open on Sundays & is free to enter! Sadly, teas, coffee & cakes are at today's prices.

Many vehicles had entered, mainly MGs, but also some Porsches, a Mini Cooper 'S' & my solitary Volvo. A very kind lady, in the shape of Muriel Harmer, gave up her day to be in her garden to read the tulip diagrams for me, that

gave the route.

Cars went off at minute intervals, & the route meandered its merry way in an anti-clockwise direction around North Suffolk & South Norfolk with a total length of 75 miles. The road book gave various points of interest, for lunch etc. We stopped at Bressingham Garden Centre, where they have a very pleasant café. The route itself varied from A roads, to B roads & to small narrow country lanes, where we were able to look at some very posh houses (& posh they were, I can assure you, with some very nice garages attached)

After our tea halt, disaster, the Volvo would not start!!!!!!!. I know, I know, shock horror. The day was so hot all the petrol had evaporated in the fuel lines! After much churning it started on 2 cylinders & then 4. (Heartbeat returns to normal).

By now some of the vehicles were on convoy. Sarah & John Harmer led the way in their Mini Cooper 'S', two very nice new Porsche's & me at the rear.

We returned to Rougham with exactly 75 miles on the trip

All in all a very enjoyable day out, good company, where everybody enjoyed themselves.

My sincere thanks go to Roger Bear and his team for all their hard work.

And finally if anyone is interested the website for next year is www.iceni-mg.org.uk look forward to seeing you there.

Now I did say Charity Runs, the second being the Midsummer Classic.

This event started at The Whitwell & Reepham Railway, which is just north of the Norwich Fakenham (A1067) road. (Well worth a visit. They can hold weddings there, but more importantly they have some

steam engines there as well)!! The event is organised by The Sporting Car Club of Norfolk (SCCoN). This year the event is in aid of the Norfolk Air Ambulance.

Well !!!!!!!!!!!!!!! The big day arrived,..... wet. But, at least it did stop raining for the start. We all looked skywards but no blue bits were visible as yet.

Over 90 vehicles had entered from a Model T Ford to a Ferrari something (I have forgotten, sorry). & most started, just shows how keen, or depending on your views, downright silly classic car owners are.

This event is far bigger than the Boadicea Run as it had a course opening, closing car & passage controls. You even had to get the road book stamped to prove you have completed the route, (although it was possible to take some short cuts).

The route was again anti clockwise, this time passing through Aylsham, Stalham & on to Potter Heigham. where the rain did come down & we were down to 20/30 MPH & with the wipers on fast speed it was rather difficult to see the road.

Lunch was at a very acceptable (& dry) cafe/ barn just south of Waxham.

After an hours stop we continued to the finish at Mannington Hall, which is the home of Lord & Lady Walpole.

As a matter of interest the Hall was built in 1451 for the Lumner Family. In 1736 it was sold to the Hon Horatio Walpole, who is the brother of Sir Robert Walpole. The present family have lived there since 1969. So now you know.

Regards to all
Paul Doodson

Memory Lanes

It's been a strange year as my motoring activities took second priority to looking after Gill on the lead up to, and following, her total left hip joint replacement in August. So with a birthday in September she decided to treat me to a new book; "Memory Lanes Revisited". This is an account of the Motoring News Road Rally Championship during the period 1970 to 1973 inclusive.

To you youngsters out there this was probably the pinnacle of the road-race rallying that ever took place in this country. There is one snippet that refers to a meeting of Police Chiefs and the organisers of one of the annual RAC Rallies during the period. It was planned as a courtesy visit on the run up to the most prestigious motoring event in the calendar with all the top brass from both sides. Instead of a pleasant chat about the route the rally organisers received a severe rollicking as the Police had set up a secret radar trap during the previous weekend's Motoring News event and were horrified by the fact that many of the competitors had been travelling in excess of 120mph!

Anyway I digress. The reason for this short article is that I found the results from 1971 Plains Rally which was held in mid-Wales starting near Welshpool and finishing at Newtown. This was to be only the second rally my mate, Barry, and I had taken part in. The first being a closed to club pre-plot 90 car thrash around Derbyshire where we picked up the 1st Novice award. The Plains was another

kettle of fish altogether. There were 111 starters and we were Car #117 with only three or four army crewed Land Rovers behind us. Until reading the book I only had vague memories of what it was like but it reminded me how difficult it was. These events were usually about 240 miles long split into three sections by two petrol halts. That's 8 hours motoring at 30mph average plus petrol halts.

The route was defined totally by map references and given out two hours before the start, and believe me you needed all that time to plot the route as it was very intricate using lots of whites and foot paths. I'm now repeating some information from the book.

The first third was a string of 30 five minute sections with one short neutral in the middle. To give you some idea of how the crews fared it took until TC22 before everyone had dropped time!

There is mention here of many folks taking the wrong rough white through a ford. If my memory serves me right this was through a tributary of the River Severn, as we went through it – twice! Seeing the expanse of water in front of us we hesitated before entering, but at the extreme of the lights we could just see the wheel tracks out the other side – it was probably a good 30-40 yards (metres) across. Anyway we took the plunge in our trusty Cortina GT and waded gingerly across and up the muddy white to find a gaggle of rally cars all stuck in the mud – wrong road obviously. With nowhere to go we

reversed back down the white and across the river. Now for those of you who remember Mk1 Cortinas they had rather a long rear overhang and the "cliff face" into the river was higher than the rear of the car, so we had no alternative but to execute a multi-point turn in the middle of the river so we could drive out forwards! Barry has never forgotten and still reminds me to this day when we meet!

The book goes on to describe the rest of the event with a mixture of Selectives, sections timed to the second, and traditional TCs with lots of loops and hidden road junctions. All I can remember is that it was nearer 10.00am Sunday morning when we finished rather than 8 and this was at the end of September in broad daylight.

The results show that Will Sparrow and Nigel Raeburn (my hero?) in their Mini won on 25.08 with Frank Pierson/Colin Francis, Escort TC, second on 28.10. Oh yes, and we were 45th out of 48 finishers on, wait for it13 Fails, 107 minutes and 3 seconds. What a rally – It was voted best Motoring News event of the year.

Those were the days, and I think I've seen Mr Riddle's name in the entry lists somewhere too so he should have a tale to tell as well.

Ian Doble; September 2012

(just the 41 years later to the very weekend!)

Road Rallying September Round Up

After the summer recess road rallying returned with a bang giving me the chance to sample five different events with five different drivers.

Countdown Navigational Rally
8th / 9th
Spadeadam Motor Club
Maps 85 & 86
With Dave Head and his Suzuki Swift (aka Kermit)
7th o/a

12 Car Navigational Rally
12th
King's Lynn & District Motor Club
Map 132
Alan and his Peugeot 106
3rd o/a

12 Car Navigational Rally
14th
Chelmsford Motor Club
Maps 167 & 168
With John and his Peugeot 205 Unclassified (running as a Master?) but unofficially 2nd o/a

Clitheronian Navigational Rally
22nd / 23rd
Clitheroe & District Motor Club
Maps 97, 98, 102 & 103
With Hugh and his MG ZR (complete with new alternator)
4th o/a

JRM Mercian Road Rally
29th / 30th
Mercia Motor Sports
Maps 151 & 152
With Ian Beech and his Nissan Micra
? o/a – not sure as we went to press but we did finish

Rather than offering the usual tedious recap of my exploits I thought a comparison of the three 'local' 12 cars on offer might be a tad more interesting. Local obviously depends on where you are based but Essex for Chelmsford, East Lincolnshire / West Norfolk for King's Lynn and

East Norfolk for SCCoN.
Championships: all three are rounds in the individual club championship.

Classes:
CMC - Master, Expert, Novice & Beginner
KLDMC – Expert, Semi Expert, Novice & Beginner
SCCoN – Expert, Intermediate, Novice & Beginner

Navigation:
CMC – Master / Expert - plot & bash envelopes; Novice – easier plot & bash with all route cards at MTC1; Beginner – easier plot & bash with all route cards 15 minutes before scheduled time at MTC1 plus a panic envelope showing the whole route.
KLDMC – Expert - plot & bash envelopes; Semi – easier plot & bash envelopes; Novice - easier plot & bash envelopes; Beginner – marked map.
SCCoN – Expert – plot & bash envelopes; Intermediate – plot & bash envelopes; Novice – plot & bash with all route cards 60 minutes before scheduled time at MTC1 (this is up to the individual event organiser – as the season progresses there will be some plot & bash envelopes included); Beginner – marked map.

Timing:
CMC – clocks held by the marshal.
KLDMC – clocks carried by the competitor (supplied by the club at MTC1).
SCCoN – clocks held by the marshal.

Insurance:
All three clubs offer Lockton type third party cover.

Results:
CMC – Anyone can finish 1st overall (apart from Masters who do not get classified in the results).

KLDMC – results are by class – so only an Expert can finish 1st o/a etc.
SCCoN – Anyone can finish 1st o/a.

Cost:
CMC - £10 but no post event refreshments.
KLDMC - £10 includes post event refreshments.
SCCoN - £17.50 includes post event refreshments.

Documentation:
CMC – entry form, turn up, sign on.
KLDMC – turn up, sign on, pay entry fee.
SCCoN – entry form, turn up, scrutineering, sign on.

Target Audience:
Only my personal opinion but SCCoN events aimed at the lesser experienced Novice / Beginner; CMC events aimed at the more experienced Novice; KLDMC aimed at the more experienced Expert.

Having competed on events organised by all three clubs they are all very well organised, documented and marshalled. The only major difference being that CMC have a penalty of 3 fails for a missed control (and 9 fails for opening the panic envelope) and KLDMC operate a Le Mans style start with MTC1 usually located inside the start venue (although CMC did something similar with the final Time Control located inside the finish venue).

And it will be six events in a calendar month with six different drivers (and six different types of motor) as I will be out with Paul (2CV racer) on the AKW Installations Jackson Trophy Road Rally on October 6th / 7th in his Proton



2012 / 2013 12 Car Championship

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

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

Round 2 – Friday 26th October - SCA Race and Rally 12 Car

Organised by Jonathan Stimpson and sponsored by Alan Shrimpton

Round 3 – Friday 30th November - Waveney Mushrooms 12 Car

Organised by David Mann & Robert Aldous and sponsored by David Mann

Round 4 – Friday 25th January - Your Ideal Shop 12 Car

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

Round 5 – Friday 22nd February - Canada Garage Motorsport 12 Car

Organised and sponsored by Mark & Lorraine Annison

Round 6 – Friday 22nd March - Lyng Garage 12 Car

Organised by tbc and sponsored by Dennis Ward

Timetable for ALL rounds:

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

There will be a slight change for this season's Championship, in an effort to save postage the event regulations and entry form **WILL NOT** be sent out with the newsletter. They will be published on the website 7 days before entries open; however if anyone is desperate to receive a paper copy please contact the Championship Co-ordinator and a copy will be posted to arrive before entries open.

	Event Date	Regs & Entry Form Published	Entries Open	Entries Close
Round 1	28-09-2012	05-09-2012	12-09-2012	21-09-2012
Round 2	26-10-2012	03-10-2012	10-10-2012	19-10-2012
Round 3	30-11-2012	07-11-2012	14-11-2012	23-11-2012
Round 4	25-01-2013	02-01-2013	09-01-2013	18-01-2013
Round 5	22-02-2013	30-01-2013	06-02-2013	15-02-2013
Round 6	22-03-2013	27-02-2013	06-03-2013	15-03-2013

www.scon.co.uk/SCCoN201212Car.htm

12 Car Round 1

P & H Novice

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
3	N	Pat Headland / Tony Headland	-	29	1	
1	N	Dale Lawson / Andrew Lawson	1	5	2	1
4	N	Simon Hatfield / Richard Freeman	1	6	3	2
3	N	Trevor Addison / Bernie Fox	1	12	4	3
2	N	Allison Cotes / Peter Cotes	1	14	5	4
11	E	Chris More / David Smalley	-	-		1
10	E	Geoff Bateman / Peter Riddle	-	1		2
8	I	John Peterson / Ian Graham	-	2		1
7	I	Ant Liddle / Garth Collier	-	9		2
9	E	Robert Aldous / David Mann	2	1		3

Thanks to David & Katie for organising, Pat & Henry for sponsoring and all the marshals: Henry (Scrutineering), David & David (Signing On), Brian & Linda (Course Opener), David (MTC1 & STC11 & Results), Fred & Liz (STC2 & TTC8), Ian & Gill (STC3 & STC9), Alan & Dan (TTC4 & STC10), Howard & Maggy (STC5), Christine, Phil & Suzanne (STC6 & STC7), David, Katie & Danny (Course Closer).

Championship Positions after round 1 (top 10):

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	12						12
2	Geoff Bateman	11						11
3	John Peterson	10						10
4	Ant Liddle	9						9
5	Pat Headland	8						8
6	Dale Lawson	7						7
7	Simon Hatfield	6						6
8	Trevor Addison	5						5
9	Allison Cotes	4						4
10	Robert Aldous	3						3

Navigator	1	2	3	4	5	6	Total
David Smalley	12						12
Peter Riddle	11						11
Ian Graham	10						10
Garth Collier	9						9
Tony Headland	8						8
Andrew Lawson	7						7
Richard Freeman	6						6
Bernie Fox	5						5
Peter Cotes	4						4
David Mann	3						3

2012 Clubmans Series Championship

Clubmans Series Round 4

Snetterton

.Car	Class	Driver	Driver	Total	o/a	Class
1	F	John Peterson	Peter Riddle	413	1	
5	F	Rob Kitchen	Phil Webb	471	2	1
3	F	John Wadeson	Sam Wadeson	472	3	2
11	F	Jonathan Stimpson	Josh Ward	490	4	3
6	R	Nick Barret	Aaron Harris	492	5	1
12	F	Robert Pace	Tom Robertson	534	6	4
7	R	Richard Leggett	Tom Wadeson	547	7	2
2	R	Geoff Bateman	Rob Philp	560	8	3
10	F	Phil Webb	Rob Kitchen	563	9	5
4	R	Ben Cutting	Phil Moss	574	10	4
8	F	Sam Wadeson	John Wadeson	619	11	6
9	R	Phil Moss	Ben Cutting	630	11	5

A pleasant evening and a medium turnout Thanks to the marshals Howard, Alan, Robert, Tom & Chris (Set Up), Chris, Jack & Bryan (Test 1), Paul, Alan & Martin (Test 2), Maggy, Ian, Duncan, Christine & Howard (Test 3), everyone who helped (Clear Up), Fat Controller (Admin), Trevor (Results) and all the competitors and spectators. Three tests with four runs at each test, as it turned out the organising team could have been a bit more ambitious but it's always tricky guesstimating how things will turn out.

Championship Positions after round 4 (top 22):

o/a	Driver	1	2	3	4	5	6	7	8	Total
1	John Peterson	8		22	18	15	11	10		84
2	John Wadeson			17	17	13	16			59
3	Geoff Bateman	7		11	8		8			34
4	Garth Collier			13		7	10	4		34
5	Josh Ward			19	12					31
6	Jonathan Stimpson				12	18				30
7	Matthew Willgoss			16			13			29
8	Richard Leggett			8	9	5	6			28
9	Peter Riddle	9			18					27
10	David Mann	13				10				23
11	Sam Headland			7		15				22
12	Simon Riley	19								19
	Wendy Burge	19								19
14	Gill Doble					12		7		19
	Ian Doble					12		7		19
16	Ian Graham	8						10		18
17	Rob Philp			10	8					18
18	Ken Stimpson					18				18
19	Debbie Wale	16								16
	Katrina Brunton	16								16
	Nick Wale	16								16
	Paul Brunton	16								16

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 29th April Tibenham Autosolo and Autotest

Results are available for the second event – Waterbeach 1

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

Results are available for the third event – Waterbeach 2

ECMC Sunday 8th July Waterbeach Autosolo and Autotest

Results are now available for the fourth event – Tibenham 2

SCCoN Sunday 12th August Tibenham Autosolo and Autotest

Results are now available for the fifth event – Waterbeach 3

WSMC Sunday 16th September McCullough's Waterbeach Autosolo and Autotest

Regs are now available for the sixth event – Waterbeach 4

ECMC Sunday 28th October Waterbeach Autosolo and Autotest

MARSHALS AND COMPETITORS REQUIRED

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

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

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

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

Why dual permit?

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

www.scon.org.uk/aac12

Anglian AutoSOLO Challenge

Waterbeach 3

#	Driver	Car	Class	Total	Class	O/A
21	Tomasz Marciniak	Honda S2000	B	798.0	FTD	1
6	Peter Zytkeiwicz	Ford Fiesta	A2	819.7	1	2
22	Matthew Helm	Triumph Spitfire	B	821.4	1	3
17	Ian Webb	MG Midget	B	834.5	2	4
30	Richard Nel	Westfield SEi W	E	835.8	FTD	5
7	Adrian White	BMW 318is	A2	843.7	2	6
29	John Peterson	Mini Clubman	D1	854.5	1	7
12	Christopher Pettitt	Mazda MX5	B	859.2	3	8
28	John Wadeson	Fiat Cinquecento	D1	860.6	2	9
18	Roger Dudley	Mazda MX5	B	862.2	4	10
25	Philip Mullane	Mazda MX5	B	862.2	5	11
9	Jonathan Stimpson	Peugeot 205	A2	868.2	3	12
26	Geoff Hodge	Caterham 7	C	870.9	1	13
15	Robert Dudley	GBS 0	E	871.5	1	14
1	Duncan Christmas	Fiat 126	A1	872.5	1	15
32	Aaron Harris	Caterham	E	878.8	2	16
5	Simon Hatfield	Peugeot 106	A1	880.8	2	17
13	Ian Rowles	Westfield SEi	C	881.3	2	18
3	David Leckie	Vauxhall Nova	A1	913.6	3	18
24	Bruce Cox	MG Midget	B	916.0	4	19
2	Garth Collier	Renault Clio	A1	920.1	4	20
16	Peter Hanman	MG F	B	924.3	5	21
27	Rebecca Rowles	Westfield SEi	C	936.8	3	22
23	Adam Cable	Mazda MX5	B	939.0	6	23
14	Nick Barrett	Caterham	E	853.0	2	24
11	Rachel Henderson	MG Midget	B	966.6	7	25
33	Andrew Dudley	GBS 0	E	972.8	3	26
8	Radoslaw Kmak	BMW 328	A2	974.2	4	27
20	Kevin Fisher	MG F	B	1015.7	8	28
10	Laura Christmas	Fiat 126	A1	1016.6	5	29
19	Geoff Hirst	MG Midget	B	1048.2	8	30
4	Hannah Ellis	Citroen AX	A1	1072.7	6	32

33 entries, 32 starters and 32 finishers

#	Driver	Car	Class	Total	SCCoN	O/A
29	John Peterson	Mini Clubman	D1	854.5	1	7
28	John Wadeson	Fiat Cinquecento	D1	860.6	2	9
9	Jonathan Stimpson	Peugeot 205	A2	868.2	3	12
3	David Leckie	Vauxhall Nova	A1	913.6	4	18
2	Garth Collier	Renault Clio	A1	920.1	5	20

Anglian AutoSOLO Challenge

Overall

AutoSOLO – top 25 (after Waterbeach 3) – Classes A1, A2, B, C								
O/A	Driver	1	2	3	4	5	6	Total
1	Peter Zytkeiwicz	16	16	16	15	15		78
2	Adrian White	12	13	12	13	13		63
3	Tomasz Marciniak	15		15	16	16		62
4	Garth Collier	13	13	12	13	11		62
5	Philip Mullane	11	13	12	12	9		57
6	Duncan Christmas		11	15	15	15		56
7	Ian Rowles	15	12		15	13		55
8	Christopher Pettitt	8	12	8	13	11		52
9	Simon Hatfield	15	12		11	13		51
10	Geoff Hodge	8	15		13	15		51
11	Peter Hanman	9	11	10	11	7		48
12	David Leckie		15		12	12		39
13	Sam Weller	13	10		12			35
14	Matthew Willgoss	10	12		11			33
15	Geoff Spencer	5	11		11			27
16	Ian Webb		15			12		27
17	Adam Cable		10	11		6		27
18	Mike Herbert		9	9	9			27
19	Mathew Helm	12				13		25
20	Rebecca Rowles				12	12		24
21	Roger Dudley			13		10		23
22	Chris Barns	7	8	6				21
23	Laura Christmas				10	10		20
24	Hannah Ellis			10		9		19
25	Tim Hanman	5		13				18
AutoTEST – top 10 (after Tibenham 2) – Classes D1, D2, E								
O/A	Driver	1	2	3	4	5	6	Total
1	John Peterson	16	16	16	13	15		76
2	John Wadeson	13			16	13		42
3	Ben Cutting	11	15	13				39
4	Nick Barrett			10	15	11		36
5	Richard Nel			15		16		31
6	Tony Burchnall	12	13					25
7	Robert Dudley			12		13		25
8	Andrew Dudley			11		10		21
9	Jonathan Sharp		15					15
10	Matt Denny			15				15

Miscellaneous



"When Reliability Matters"

About Us

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

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

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

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



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



SCCON

Annual Dinner Dance

& Prize Giving

Saturday 27th October

Hotel Wroxham

NR12 8AJ



7.00pm for 7.30pm, Carriages at 10.00

£30.00 per person

3 Courses, Coffee & Disco

Black tie or lounge suit



Please complete the booking form & return with full payment to:

**Lorraine Annison 'Ashlea' Crossdale Street, Northrepps,
Cromer, Norfolk, NR27 9LA**

01263 513052

Rooms available, contact Hotel Wroxham direct



Tel: 01603 782061



<http://www.arlingtonhotelgroup.co.uk/wroxham/index.aspx>

Dinner Dance Booking Form 2012

Name:		Tel:						
Address:								
Email:								
Please reserve (No.) tickets @ £30.00 per ticket. Total: Please make cheques payable to SCCON								
	Starter	Main Course		Dessert				
	Homemade Leek and Potato Soup with golden Croûtons	Salmon and Prawn Terrine with Brown Bread & Butter	Roast Topside of Beef with Yorkshire Pudding and Roast Gravy	Poached Supreme of Chicken served in a White Wine, Cream and Asparagus Sauce	Vegetable Wellington served with New Potatoes and Salad	Chocolate Torte with Fresh Cream	Brandy Snap Basket filled with Chantilly Cream and Exotic Fruits	
Name	(✓)							Special Requirements
We would like to share a table with:								

Closing Date: 15th October

Please send completed form along with full payment to:

**Lorraine Annison 'Ashlea' Crossdale Street, Northrepps, Cromer, Norfolk
NR27 9JA Tel: 01263 513052**