

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

November 2012



Snetterton Charity Day – Sunday 18th November

photo courtesy of www

Events in November

**Thursday
15th November**

Clubnight

Ugly Bug Inn

**Contact
Howard Joynt**

**Sunday
18th November**

**Lyng Garage
Production Car Trial**

Cadders Hill, Lyng

**Contact
David Leckie**

**Friday
30th November**

**Waveney Mushrooms
12 Car**

Bressingham Mushrooms

**Contact
Jonathan Stimpson**

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Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

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

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

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

Lynq Garage
Production Car Trial

Cadders Hill, Lynq

Sunday 18th November

Waveney Mushrooms
12 Car

Bressingham Mushrooms

Friday 30th November

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 15th November** for the next Natter & Noggin

Diary Dates

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

**Saturday 10th November
Clubmans Round 2
Snetterton PCA
CANCELLED**

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**

Friday 30th November
East Anglian Motoring Quiz
Organised by King's Lynn & District Motor Club
William Burt Centre, West Winch (nr King's Lynn)

Wednesday 5th December
Management Meeting at the Ugly Bug Inn, Colton

Thursday 20th 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 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

Lyng Garage Production Car Trial

Sunday 18th November

Round 8 of the 2012
Clubmans Championship

Cadders Hill, Lyng

[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.sccn.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Chairman's Short Report.

This month is just going to be a short report; I will put in more effort next month.

I will take this opportunity to thank everyone who has supported us over the last few weeks by coming out to marshal on the club events and events we have been invited to. Your support is really appreciated and noticed by the other car clubs.

Another big thank you goes to Lorraine Annison who managed to put together a really good night at the Hotel Wroxham. We had a really good turnout of club members for the dinner and prize giving; we will give a full list of the winners in the Christmas bumper issue.

Looking forward just a few days to the weekend of Sunday 18th November,

As a club we are taking on two events on the same day.

Production Car Trial at Cadders Hill, Lyng

This classic event on the hills that are normally beaten up by the scrambling motor bikes provides a great challenge for the drivers.

Please come along to this as it a great day out for everyone.

Contact Dave Bell (01603 720871 / 07831 812429) or David Leckie (01603 893294) for more information.

Charity Race Day at Snetterton

You can either pay to have a ride in a race or rally car around the 200 or 100 circuits. All the money goes to charity including the entry fee of £5.00 per car; everyone has to pay to get in even the organisers.

Or you could come and help us put the public into the cars and check for safety, as a volunteer there should be time to have a free ride around the circuit. We will provide tea, coffee and soft drinks during the day.

If you are not going to Lyng please come to Snetterton and give us a hand.

Please contact me, Martin Newson, on 01502716280 or 07786 397212 (**text only**) or email cjnewson32@yahoo.co.uk

 Ordnance Survey [®]			
	Title	Pub Date	Edition
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

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/201211.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

Upcoming club events – Lyng Garage Production Car Trial, Waveney Mushrooms 12 Car

Other clubs:

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.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)

EAST ANGLIAN MOTORING QUIZ 2012

Dear Motoring Enthusiasts,

It is now the turn of KLDMC to run this annual extravaganza of motoring knowledge, initiated by SCCoN several years ago. The 2012 quiz will be held on Friday November 30th starting at 7.45 for 8 pm.

The event will be held at the William Burt Centre at West Winch, just off the A10 around 3 miles south of Kings Lynn (132/629166). This is the venue we used when KLDMC last hosted the Quiz in 2008.

The entry fee will be £12.00 per team. Each team should comprise 4 - 6 people (max) but Clubs may, and are encouraged to, enter more than one team.

We hope to organise an interesting and not too serious evening and hope that we will see you there. Further details will be posted at www.kingslynndmc.co.uk and sent out to entrants by e-mail closer to the date.

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Snippets

Can you recognise this car?



The left hand photo is of a car in the underground garage in London where former SCCON member Mike Riddle parks his own car. It hasn't moved for 18 months. Can anyone identify it? Answer at bottom of the page

The Olympic Games

Mike Riddle now lives in East London less than a mile from the Olympic Park. During the Olympic Games opening ceremony, he looked out of his 4th floor window to see David Beckham driving his illuminated speedboat (very slowly) up the River Lea on his way from the River Thames to the Olympic Park where he would hand the flame to Sir Steve Redgrave.

The Tour of Britain

On Sunday 9th September, the Tour of Britain Cycle Race (sponsored by Skoda) ran from Ipswich to the Norfolk Showground. Late in the afternoon, the route followed the narrow yellow road from the Barnham Broom Hotel towards the Ugly Bug Inn where SCCON meets. I know this road well because I drive along it on my way to club meetings. I went to watch the bike race and positioned myself at the first right hand bend which is hidden from view immediately after a crest in the road. I was hoping to see Bradley Wiggins and Mark Cavendish, and I must have seen them because they certainly rode past me, but when the cyclists are riding so close together in a group, it is unbelievably difficult to recognise an individual rider. I thought the brow-immediate-right-bend might cause the riders some difficulty, but the "Peloton" (the technical term for the main group of racing cyclists), swooped round the bend three abreast with no problems as if they were glued together. One straggler some way behind was obviously trying to catch up with the Peloton and he went over the brow a bit faster. He ran wide round the bend, went off the tarmac, crossed the strip of gravel on the outside of the bend and completed his manoeuvre on the grass verge, but he stayed on his bike and continued at unabated speed. It was a bit like those rally moments where the co-driver says "You know that off we had on the last stage, on my side of the car....." and the driver says "That wasn't an off; when we have an off, you'll really know about it!"

Working in Oz

Hugh McLaren a friend of our family has just returned from working in Australia. He was in Perth and he wanted to get a job on a cattle ranch. So he sat with the phone book and started phoning every ranch listed. When he reached the W's (!!!) he got lucky, and landed a job near Gascoyne in Western Australia 500 miles to the north. When he arrived he was given a Honda CRF230 motor bike. "Have you ever ridden a motor bike, Hugh?", "No", "Well get on that one and teach yourself", "Do I need a driving licence?", "Ha, ha, ha, nah, we don't worry about things like that!" In 2012, they

round up the cattle on motor bikes - what fun that must be! Later Hugh swapped his CRF230 for an XR400. The ranch was 1.7 million acres - "because, this is one of Australia's small ranches".



CRF230



XR400

Mystery Car

It's a GAZ 24 Volga Series 2, made in Russia between 1977 and 1985. Its 2.5 litre 4-cylinder overhead valve engine develops 95bhp to propel 1.5 tons of Soviet steel - not fast, but very durable. Before import to the U.K., this car was registered in the Ukraine. They were briefly built in Belgium with Peugeot diesel engines. The other photo is a restored ex-police car that saw service in East Germany before the re-unification of Germany in 1990.

Peter Riddle September 2012

Driving on Navigational Events

SCCON's road events, such as 12-cars and navigational scatters, often use roads that typically have very little traffic, so the passage of our vehicles can be seen as something a bit out of the ordinary. Our routes follow public highways and we have every right to use them. Nevertheless, a significant number of cars driving along quiet roads can cause residents some unease and we've heard comments that a number of cars following one another late in the evening might be the start of a 'rave', or even some kind of criminal activity. During a SCCON event a few years ago, I spoke to some folk who were out in their garden alongside our route and they were relieved to discover that our event wasn't what they had most feared. But society is definitely less tolerant than it used to be, and we must ensure that, as far as possible, our events go un-noticed and this applies especially to night events. So what can we do to ensure our events cause no worry to others? The first thing is your choice of car, and the quieter the better. Happily most modern cars are admirably quiet, but older cars and some tuned cars are not. If a car is noisy, then it is readily apparent to observers how hard the engine is working. Personally, I support the view that the noisiest cars should always start at the back, and some should perhaps be excluded!

Drivers can help in other ways too. Tyre squeal is an absolute no, no. We all know that if a car is driven away from a junction a bit too enthusiastically, an inside wheel can spin and this presents no safety risk, but other people's perception can be different. Similarly, if you overshoot a junction, make sure you brake gently to a halt without any wheel-lock. Then reverse back or turn round as calmly and quietly as you can. Keep thinking about what you can do to minimise the manifestation of the event. If your main beam lights are shining into someone's house windows, dip your lights. If you're driving close to where people may be living, change up a gear (or maybe even two gears!). Never overtake in a way that might be considered racy or foolhardy by those in the overtaken vehicle. When meeting other cars, switch off any interior lights you may be using. On narrow roads, pull over and let the opposing traffic drive past you. We want to continue enjoying our events and the best way to do this is to make them as "invisible" as we can. Finally, always be courteous and appreciative to the marshals, both in your language and in your manner of driving, because without them we would have no events. Best of all - if you're not competing, please come out to marshal yourself, and put something back into the sport we all enjoy.

You might find it interesting to see and hear how 'noticeable' or how unobtrusive different cars and drivers can be.

Modern Car Charging Systems

Tara's seven year old Vauxhall Corsa has been having a variety of electrical problems all through this year, starting with a faulty speedo, followed by brief loss of the electric power steering. I got someone to read the fault codes, of

which there was a fairly long list, but the only code that was repeated was "incorrect alternator charging voltage". Then the car broke down and was recovered by the RAC who said "there's no charging voltage from the alternator". On that basis, I replaced the alternator, but it turned out to be a waste of money. I was brought up in the days when if a functional alternator was rotating, it was also charging. But nowadays many car alternators have logic circuits that decide whether the alternator needs to be charging or not. So to get 13 to 14 volts output, the alternator has to be rotating AND it has to have a "yes to charge" signal from the ECU (engine control unit). It was the ECU that was faulty on Tara's car not the alternator!

Mike Lambert

Several club members heard that a minute's silence was held during the Classic Racing Motorcycle Club's race meeting at Snetterton on 12th September in honour of Mike Lambert - a CRMC marshal who had passed away the previous week. The Mike Lambert we know as a long serving member of SCCON has been a loyal marshal at Snetterton over many years so we were concerned about his possible demise. From research on the internet, we learned that the deceased Mike Lambert had once been a motorcycle side-car racer. Well, the Mike we know has turned his hand to car racing and rallying, and is even a past editor of 'Spotlight' - so he just might have raced in side-cars too. SCCON committee members' attempts to contact Mike were unsuccessful, which did nothing to allay our uncertainty and concern. Happily, 'our Mike' turned up fit and well at the Ugly Bug Inn for the next club-night. None of us knew the other Mike Lambert, but SCCON extends our sympathy to all those who did. To 'our Mike' - I bet you didn't expect so many people to be quite as pleased to see you at the Ugly Bug, did you?

Electric Cars - don't believe the forecasts!

From a BBC news website....

"Forecasts for how much of the global car market will be electric, and by when, are incredibly imprecise and vary wildly. Some analysts working for car manufacturers think electric vehicles could make up as much as 25% of the car market by 2020."

Oh yeah? In just eight years? And where in the world would this be?

- they cost much more than petrol or diesel cars and most people in most countries can't afford them.
- there might be enough Yanks with enough money to spare, but the distances they drive are too far.
- electric cars still don't work very well in very cold climates, and where do you power the heater from?

In 1990-ish, when I was working at Lotus, we were confidently told by Automotive Products that the foot-operated clutch would disappear within ten years. I told them I couldn't believe that more than 2% of UK car sales would have a logic-controlled clutch by then. And my estimate was probably about right - by 2000 they were mainly fitted to Mercedes A-classes and my brother Stephen had one. His A-class gave a very jerky take-off from rest and was pretty unreliable (it cost him nearly £1000 twice to fix it over about 6 years). One web-site chat room says of the Mercedes auto clutch: "Don't even touch one with your worst enemy's barge-pole!"

Peter Riddle October 2012

POLITE REQUEST

In the good old days the winners of club events were expected to write a few words sharing their deeds of derring-do.

This seems to have gone the way of many things.

Perhaps the practice could be resurrected.

Thank you in advance.

They shall not grow old, as we grow old, age shall not weary them

I have visited the Somme battlefield about six times now and always learn something new. This trip was to be no exception as I took a friend with me, who during some research into his family, found out that some of his ancestors served and were killed during the 1914-1918 war. Two have graves, while the others have no known graves. Of these, one is listed on The Thiepval Memorial, while the other is mentioned in the Arras City Memorial.

We left Norfolk on a foggy Monday morning, not knowing what the journey to Dover would bring. Attention to the traffic reports was a must, because if there were hold ups, we would have had to divert, as we did not wish to miss the ferry. As it happens all went well, and we were able to get an earlier ferry from Dover to Calais. The journey to Arras down the smooth, empty Autoroute was good in the afternoon sunshine, and after an hour or so, we decided to use the evening sunshine to our advantage, and visit the Canadian Memorial at Vimy. This is easily seen from the Autoroute.

The Vimy Memorial is to the Canadian dead. The Memorial stands on Canadian Territory. Carved on the walls of the monument are the names of 11,285 Canadians who were killed in France, and whose final resting place is unknown. There are tunnels there as well, which I will come to later.

The second day commenced in Albert. In the centre of Albert is the Church, known as The Basilique of Notre-Dame de Brebieres, (Our lady of Ewes). Albert was shelled quite heavily during the war by the enemy which toppled the statue and gave rise to two legends. The British and French believed the war would end on the day the statue fell, so engineers were sent to shore up the statue, while the

Germans believed whoever knocked down the statue would lose the war. Neither prediction came to pass. Today's Basilica has been rebuilt to the original design, together with the replica of the Madonna and Child. Underneath the Basilic is the museum, signed "Musee des Abris" and is well worth a visit. It tunnels some 200 feet under Albert, and has many interesting exhibits.

Leaving Albert on the D929 in the direction of Bapaume, one arrives at La Boisselle. The soldiers of the day called this area Sausage Valley, so the other side had, to be Mash Valley. Just off to the right of La Boisselle is Lochnagar Crater, which, now is in private ownership. The crater was caused by exploding 60,000 lbs of Ammonal. Every year at 07:28 on the 1st July there is a ceremony to commemorate this event, which has left a hole in the ground 300ft across and 90 ft deep. It is said that debris rose 4,000ft into the air.

Our next visit was to Poziers Memorial, on which my friend's ancestor is listed, as he has no known grave.

The next stage took us to the Thiepval Memorial. Since my last visit a visitor centre has been constructed. The Thiepval Memorial is the largest British war memorial in the world, and was unveiled on 31st July 1932, by HRH the Prince of Wales and in the presence of the President of France. The memorial has over 73,000 names of the missing. My friend's ancestor listed amongst them.

Our journey then took us past the Ulster Tower and on to The Newfoundland Memorial Park. The park is owned by the Newfoundland Government and covers 84 acres. At the entrance of the park stands a bronze

Caribou which is the emblem of the Royal Newfoundland Regiment. On the 1st July 1916, when they attacked, only 68 members of the Regiment out of 801 were not wounded.

Our journey continued past the "Sunken Road", Beaumont Hamel, to finish back in Arras.

The second day dawned foggy, so it was back to Vimy, where we were given a tour of the tunnels. While most of the tunnels are still there, it is not possible to walk them all, as they are not safe. The reason the tunnels were dug was to get the Canadian troops to the front line without being seen or heard. The Autoroute now crosses where the original tunnel began and that is some 2km away.

The modern town of Arras is built upon a series of tunnels, which were originally dug in the 17th century. These were extended during the war. It is possible to visit them. The entrance (marked Wellington) is next to the supermarket Le Clerc, but the easiest way is to ask at the Tourist Office in the main square. After the tunnel visit, a visit was made to the Arras Memorial. The walls carry the names of 36,000 of the missing in the battles around Arras.

Our last day dawned, again foggy, really handy for the start of our journey home. We wanted to visit the Blockhouse, a WW2 edifice, near Calais, but because of the fog we cancelled it. This meant we could get an earlier ferry, thus missing the traffic chaos of the M25.

"And in the going down of the sun, we will remember them".

Paul Doodson

Road Rallying October Round Up

Another busy month:

JRM Mercian Road Rally 29th / 30th

Mercia Motor Sports
Maps 151 & 152

With Ian Beech and his Nissan Micra

14th o/a – (stupid mistake by me cost us 5 minutes and several places – not my only recent boo-boo)

AKW Installations Jackson Trophy Road Rally

6th / 7th

Sheffield & Hallamshire Motor Club

Map 110

With Paul and his Proton

10th o/a

Maple Garage Beaver Road Rally

20th / 21st

Beverley & District Motor Club

Maps 94, 100 & 101

With Paul and his Proton

6th o/a

Dansport Road Rally

1st / 2nd

Matlock Motor Club

Maps 110, 119 & 120

With Hugh and his MG

DNF – broken gear linkage (that's what happens when you drive the car to the event!)

And of course there was the SCA Race and Rally 12 car, out with the sponsor Alan. Not one of my better nights, but enjoyable none the less. The evening started off with a rather stressed 3 hour drive and never really recovered.

The start was a bit chaotic with everyone dropping a bit of time before they had even left the car park and unfortunately Jonathan managed to re-fold my map to draw a last minute re-route through Little Massingham. First route instruction was a string of grid lines and spot heights (reversed) and a couple of

triangles. There may have been a missing grid line or question mark but the first triangle seemed to imply a different route to the instructions, unfortunately there was no board on the 'correct' longer route and 3 minutes gone.

String of grid references (joy of joys) to TC3 which I managed to over complicate at the cost of 4 minutes.

Yellow lorry, green lorry, brown lorry, white lorry to TC4 and a trip through East Bilney ford (a lot smoother than I remembered), a steady run to clean the section, perhaps things were on the up.

Herringbone to TC5, right to left and a first taste of Jonathan's style with whites bones shown as dotted but whites on the route shown as solid. I can't remember any problems but another minute dropped.

Grid square entries and departs, some numbered, some not to TC6. Again nothing special to report and another clean section. I think it was round about here that we were surprised to find that we were running first on the road. We were now just outside West Raynham airfield, well into King's Lynn territory and onto Chris & David's home patch.

A string of junction instructions to the relocated TC7 on the large white triangle on Peddars Way to the west of Little Massingham, Lots of confusion here as my pencil re-route had the control a lot closer to Little Massingham and unfortunately Peter ended up at the control shown on the hand out. More confusion was to follow, a herringbone to TC8 with the intended route down the white. Again Jonathan's herringbone style didn't really help as we set off along the yellow, it only took a couple of hundred yards to realise this was

wrong and we headed back to the white, now running behind Chris. A small aside, I can only assume the original route was to use Peddars Way from the Dog Hotel to the Little Massingham triangle – the last time I can remember this being used was on the last Chelmsford Enduro to run on 132 and it turned out to be a real car breaker, but it did run all the way down to the trig point in 7920 and the last bit is a serious tractor track. Even a long convoy run behind Chris behind two members of the public from Great Massingham to the B road didn't cost us any time and another clean section.

Another string of reversed grid lines to TC10. This section went past Chris's front door so we were quite happy to join him on another clean section.

Now for the sting in the tail, sadly it was only my tail and I still can't understand what planet I was on. A long section, spot heights down to the A47 and a couple of grid references to takes us along the white through Manor House and High Green. But where was TC11, well it was where it was shown on the route card but I managed to get back to the pub, then had another drive round Beeston back to the pub and fortunately David put me out of my misery by suggesting that I had a look at the hand out! All this cost us 13 minutes and was the perfect end to a perfect day. As it turned out it didn't really make any difference to our result. Congratulations to Dale and Andrew on a very convincing win and to Chris and David on a comfortable second place. Back to marked maps for me I think.

Well done to Jonathan and his team for providing us with an entertaining evening.



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 2

SCA Race and Rally

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class	
10	N	Dale Lawson / Andrew Lawson	-	2	1		
3	E	Chris More / David Smalley	-	13	2	1	
2	E	David Bell / Alan Shrimpton	-	21	3	2	
1	E	David Leckie / Peter Riddle	-	21	4	3	
5	I	John Peterson / Ian Graham	1	10	5	1	
4	E	Robert Aldous / David Mann	1	23	6	4	
6	I	Ant Liddle / Garth Collier	1	29	7	2	
11	N	Simon Hatfield / Richard Freeman	2	16	8	1	
8	N	David Daniels / Josh Ward	2	21	9	2	
12	N	Pat Headland / Tony Headland	10	16	10	3	
9	N	Chris Edwards / Bernie Fox	DNF				
7	N	Paul Brunton / Nick Wale	DNS				

Thanks to Jonathan & David for organising, Alan for sponsoring and all the marshals: Graeme (Scrutineering), Jonathan (Signing On, TC1, Course Closer 1 & Results), Ian & Gill (TC2 & TC9), Paul (TC3), Neil (PC4d & PC11d), Graeme & David (TC4 & Course Closer 2), Mike (PC5b), Julian & Sara (TC5 & TC10), Martin & Christine (TC6 & TC11), Rob (TC7), Rob (TC8), Trevor (DSO).

Championship Positions after round 2 (top 10):

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	12	11					23
2	Dale Lawson	7	12					19
3	John Peterson	10	8					18
4	Ant Liddle	9	6					15
5	Geoff Bateman	11						11
6	Pat Headland	8	3					11
7	Simon Hatfield	6	5					11
8	Alan Shrimpton		10					10
9	Robert Aldous	3	7					10
10	David Leckie		9					9

Navigator	1	2	3	4	5	6	Total
David Smalley	12	11					23
Peter Riddle	11	9					20
Andrew Lawson	7	12					19
Ian Graham	10	8					18
Garth Collier	9	6					15
Tony Headland	8	3					11
Richard Freeman	6	5					11
David Mann	3	7					10
David Bell		10					10
Bernie Fox	5						5

Anglian AutoSOLO Challenge

Final Positions

AutoSOLO – top 12 (after round 6 Waterbeach 4) – 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	Tomasz Marciniak	15		15	16	16	16	78
3	Duncan Christmas		11	15	15	15	15	71
4	Adrian White	12	13	(12)	13	13	15	66
5	Simon Hatfield	15	12		11	13	13	64
6	Garth Collier	13	13	12	13	11		62
7	Philip Mullane	11	13	12	12	(9)	11	59
8	Christopher Pettitt	8	12	(8)	13	11	12	56
9	Ian Rowles	15	12		15	13		55
10	Peter Hanman	9	11	10	11	(7)	10	51
11	Geoff Hodge	8	15		13	15		51
12	David Leckie		15		12	12	12	51

AutoTEST – top 8 (after round 6 Waterbeach 4) – Classes D1, D2, E								
O/A	Driver	1	2	3	4	5	6	Total
1	John Peterson	16	16	16	(13)	15	15	78
2	John Wadeson	13			16	13		42
3	Robert Dudley			12		13	16	41
4	Ben Cutting	11	15	13				39
5	Nick Barrett			10	15	11		36
6	Andrew Dudley			11		10	13	34
7	Richard Nel			15		16		31
8	Tony Burchnall	12	13					25

Awards

AutoSOLO

1st o/a	Peter Zytkeiwicz
1st Class A1	Duncan Christmas
2nd Class A1	Simon Hatfield
3rd Class A1	Garth Collier
1st Class A2	Adrian White
2nd Class A2	Sam Weller
3rd Class A2	Matt Willgoss
1st Class B	Tomasz Marciniak
2nd Class B	Philip Mullane
3rd Class B	Christopher Pettit
1st Class E	Ian Rowles
2nd Class E	Geoff Hodge
3rd Class E	Rebecca Rowles

AutoTEST

1st o/a	John Peterson
1st Class D1	John Wadeson
1st Class D1	Ben Cutting
1st Class D1	Tony Burchnall
	Matt Denny
1st Class D2	Andrew Lawson
	Jonathan Sharp
1st Class E	Robert Dudley
1st Class E	Nick Barrett
1st Class E	Andrew Dudley