

# SCCCLN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

March 2013



ppp (paul and percy in a proton) on the 2013 Bruce Robinson  
photo courtesy of Andy Manston

## Events in March

**Friday  
15<sup>th</sup> March**

**Lyng Garage  
12 Car**

**Lyng**

**Contact  
David Bell**

**Thursday  
21<sup>st</sup> March**

**Clubnight**

**Ugly Bug Inn**

**Contact  
Howard Joynt**

**Friday  
22<sup>nd</sup> March**

**March Hare  
12 Car**

**Downham Market**

**Contact  
David Bell**

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## Editor

**Martin Newson**  
01502 716280

Spotlight articles should be emailed to:  
[cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

or mailed to:  
Spotlight,  
32 Queen Elizabeth Drive,  
Beccles,  
Suffolk  
NR34 9LP

## Contacts

**Pat Ward**

President

## Management Team

Chairman

**Martin Newson**  
[cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)  
01502 716280

Vice Chairman

**Howard Joynt**  
[howardjoynt@googlmail.com](mailto:howardjoynt@googlmail.com)  
07917 060052

Club Secretary

**Richard Johns**  
[Richard.Johns@connels.co.uk](mailto:Richard.Johns@connels.co.uk)  
01692 538629

Treasurer

**Lynne Wellbelove**  
[lynnewellbelove@btinternet.com](mailto:lynnewellbelove@btinternet.com)  
01953 483640

Competition Secretary

**Mark Annison**  
[lorraine.annison@btinternet.com](mailto:lorraine.annison@btinternet.com)  
01263 513052

Social Secretary

**Howard Joynt**  
[howardjoynt@googlmail.com](mailto:howardjoynt@googlmail.com)  
07917 060052

Membership Secretary

**Julian & Sara Riley**  
01953 850808

Child Protection

**Christine Newson**  
[cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

Web / Chief Marshal

**David Bell**

[percy@sccon.co.uk](mailto:percy@sccon.co.uk)  
01603 720871

Company Secretary

**David Leckie**  
01603 893294

Committee Members

**Trevor Addison**  
**Bernie Fox**

**Mike Lambert**

**Andrew Lawson**

**Peter Riddle**

**Gordon Wellbelove**

## Downloads available:

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

[Lynq Garage 12 Car  
Regs & Entry Form](#)

[Waterbeach AutoSOLO and Autotest  
Regs & Entry Form](#)

[Midsummer Vintage and Classic Car Run  
Regs & Entry Form](#)

## 2013 Anglian Autosolo Challenge Round 1

Sunday 17<sup>th</sup> March

Organised by West Suffolk Motor Club

Contact Martin Newson or David Bell for more information

## 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 21<sup>st</sup> March** for the next Natter & Noggin

### Diary Dates

Wednesday 6<sup>th</sup> March  
Management Meeting at the Ugly Bug Inn, Colton

Sunday 10<sup>th</sup> March  
2013 ECT Round 2 (New Date)  
Harlton Trial  
Cambridge Car Club

**Friday 15<sup>th</sup> March**  
**12 Car Round 6**  
**Lyng Garage**

**Sunday 17<sup>th</sup> March**  
**2013 AAC Round 1**  
**Waterbeach AutoSOLO**  
**West Suffolk Motor Club**

Thursday 21<sup>st</sup> March  
Club night at the Ugly Bug Inn, Colton

**Friday 22<sup>nd</sup> March**  
**March Hare**  
**King's Lynn & District Motor Club**

Sunday 24<sup>th</sup> March  
2013 ECT Round 5  
Wattisfield Trial  
West Suffolk Motor Club

Wednesday 3<sup>rd</sup> April  
Management Meeting 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 10<sup>th</sup> March  
Motex Honington Targa Rally  
MOD Honington  
Chelmsford Motor Club

Sunday 17<sup>th</sup> March  
Waterbeach AutoSOLO  
Waterbeach (nr Cambridge)  
West Suffolk Motor Club

Friday 22<sup>nd</sup> March  
March Hare  
Downham Market  
King's Lynn & District Motor Club

CANCELLED  
Sunday 14<sup>th</sup> April  
Cadman Construction  
Honington Stages  
MOD Honington  
Chelmsford Motor Club  
CANCELLED

**12 Cars**

Round 6

Lyng Garage

15<sup>th</sup> March

[Ugly Bug Inn, Colton](#)



2013 Dates	Event	Champ.	Contact(s)
Thursday 17 <sup>th</sup> January	Club night		
Friday 8 <sup>th</sup> February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 21 <sup>st</sup> February	Club night		
Friday 22 <sup>nd</sup> February	12 Car	12 Car	Howard Joynt & Bernie Fox
Friday 15 <sup>th</sup> March	12 Car	12 Car	David Bell
Thursday 21 <sup>st</sup> March	Club night		
Friday 22 <sup>nd</sup> March	March Hare		David Bell
Thursday 18 <sup>th</sup> April	Club night		
Sunday 28 <sup>th</sup> April	AutoSOLO		
Thursday 16 <sup>th</sup> May	AGM		David Leckie
Sunday 16 <sup>th</sup> June	Norwich Forum		David Leckie
Thursday 20 <sup>th</sup> June	Evening Autotest		
Sunday 23 <sup>rd</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 7 <sup>th</sup> July	AutoSOLO		
Thursday 18 <sup>th</sup> July	Evening Autotest		
Thursday 15 <sup>h</sup> August	Club night		
Thursday 19 <sup>th</sup> September	Club night		
Friday 27 <sup>th</sup> September	12 Car	12 Car	
Sunday 29 <sup>th</sup> September	Targa Rally		
Thursday 17 <sup>th</sup> October	Club night		
Friday 25 <sup>th</sup> October	12 Car	12 Car	
Thursday 21 <sup>st</sup> November	Club night		
Friday 29 <sup>th</sup> November	12 Car	12 Car	
Thursday 19 <sup>th</sup> December	Club night		

[www.scon.co.uk/SCCoN2013Calendar.htm](http://www.scon.co.uk/SCCoN2013Calendar.htm)

Minimum Ages for competing on events			
Road Rally Navigator	12	Stage Rally Navigator	16
Sporting Trial Driver	16	Car Race	16
Production Car Trial Driver	15	Production Car Passenger	12
Standard (Production) Car Autotest Driver	14	Minicross	14
Autotest Driver	16	Autosolo Driver	16
Sprint Driver	16	Autocros Driver	16
Anything else requires a full RTA			

## Editorial Chair

Martin Newson

### Chairman Report March Efforts

I would like to apologise for Christine and I have not been able to attend every event this year so far, but my work has been quite crazy and the hours I am to do means I cannot fit everything in.

Each month I try to put together a few words for the newsletter, and each month after I have completed and sent in the article I realise I should have told you all something really important and then I forget to add it to next month's effort, it must be a sign of old age creeping in.

In last month's issue you might have noticed that we have a bit of a crush of 12 Car events towards the end of February and during March, we had to shift the dates about to squeeze the last round of our series and the Challenge which has become the March Hare 12 Car with Kings Lynn & DMC and with Easter over the last weekend in March we cannot run a 12 Car on Good Friday.

I did remind you last month it is very nearly time to renew your club membership, it is the same for everyone we all have to pay our dues.

The costs of running a motor club are quite high with the MSA having to be paid for subscriptions and insurances. Then the costs of producing this newsletter are very high, that is why we asked in 2012 if you were happy to accept the newsletter in an email format as some of you now do.

All of this comes from the club funds, the events we run are for

you, we try hard to keep these costs low and that means we make little or no profit on these.

### AGM

The next thing to remind you about is our AGM which looming on May 16th and as the last few years it will be held at The White Horse in Trowse, this year it will start at 8.30.

Please make an effort to come and your say about how we run your club. If it is an official question they need to be sent into Dave Leckie. Details will be in next month's newsletter, but we have an 'any other business' section towards the end of the evening this is an unofficial discussion and does not count towards the official business.

### First Aid

This is going to be a strange request, but here goes!!!!

I would like to put together a list of club members and friends who have had training in First Aid, and going on from this I would like to hear from anyone who is a First Responder, Paramedic, Doctor or any other form of emergency cover.

This is important to us as we move forward in this safety consciences world. Please don't ignore my plea.

Email: [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)  
Phone: 01502716280  
Write. Martin Newson  
32 Queen Elizabeth Drive  
Beccles  
NR34 9LP

### Targa Rally

If it is not too late and it has already happened the first round of the Targa Rally Challenge takes place on 10th March, I have entered this round and hope to follow it up by doing some of the others and some rounds of the Autosolo Series which begins on 17th March at Waterbeach.



### Autosolo 2013

If you never tried motor sport why not have a go at an Autosolo (it is easier than an Autotest) this is non-damaging and not too taxing on the driver or car. Each driver is given a test diagram, a chance to walk the route and with each gate is numbered and a cone is laid to the side to indicate which side of the gate you pass.

Last year we had around 80 different competitors over the 6 rounds, many novices, young drivers and lady drivers. Why not join us this year, you do not need a special car to do well in this series with a Ford Fiesta winning the series and with a Fiat 128 coming third overall it proves a point that any type of car can take part.

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/201303.pdf](http://www.scon.co.uk/spotlight/201303.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/)

**MOTOR CLUB TEAM QUIZ NIGHT**  
**8.00pm Thursday March 28<sup>th</sup>**

**Horringer Community Centre**  
**Just off A134 Nr Bury St Edmunds**  
**IP29 5RU - M R 155 / 836620**

Following the successful last **Motor Club Team Quiz** the winning team from that occasion 'Chelmsford Motor Club' have thrown out a challenge to us all and agreed to stage another event.

Quiz questions will have some motoring elements but not exclusively so with subjects from a number of areas

Motoring  
Motor sport related matters  
General Knowledge  
Music and Pictures

Teams of up to four are welcome at a cost £2.50 per head  
Bring as many teams as you can.

To help with practical arrangements it would be helpful if you could indicate before the day approximately how many people are coming by contacting either

Paul Brewerton [paul@pbrewerton.freemove.co.uk](mailto:paul@pbrewerton.freemove.co.uk)

Or

Brian Hemmings [bhemmings18@btinternet.com](mailto:bhemmings18@btinternet.com)

Chelmsford Motor Club

West Suffolk Motor Club

**WANTED EXPERIENCED CO-DRIVER / NAVIGATOR**

Looking for an Experienced Co-Driver/Navigator for small number of Special Stage events in UK and Belgium, to be prepared to share costs (entry fee / travel / accommodation)

Nat B Competition Licence required

Possible Overalls / Helmet available (size?)

I am located in Thompson IP24 1QQ

The car is a 1967 Austin Cooper 'S' with a Full race 1293cc engine, was used for motor sport from 67 to 74 including four RAC Rally finishes. Stored until 1990 been used to date on Historic Rallies it is at present having major body repair.....the 40 years were beginning to show.

The driver is 67, not wishing to be the winner but likes to have a go still. The past has been long since starting rallying in a Mini Estate in the 60's, the present car used to many successes but probably better a finisher than a winner. Results 1970 Midsummer Stages 4<sup>th</sup>, 1971 Midsummer Stages 5<sup>th</sup>, 1969 RAC 29<sup>th</sup>, 2000 Ypres Historic 11<sup>th</sup>, 2004 Robin Hood Stages 18<sup>th</sup>

I have an entry on the [London Rally for Heroes](#) on April 19<sup>th</sup> / 20<sup>th</sup> looking for a Co/Driver.

I can be contacted by email-- HHardiment@aol.com

Henry

***It is that time of year again!!!!!!!***

***Your Membership to the Sporting Car Club of Norfolk is do for renewal at the end of the month, it looks as if we will hold the membership fees as it has been for the last 8-10 years. £14-00 for a single person and £18-00 for family, we will not be able to hold these prices for ever.***

***Our management team is the same as you and has to pay the membership fee, being on the management team carries no privileges on any front.***

***Everyone's membership is due for renewal on April 1<sup>st</sup>, please send it into  
Sara Riley at  
The Thatched Cottage  
Bond Street  
Hingham***

***Please make the cheque out to Sporting Car Club of Norfolk Ltd***

***If paying by bank transfer or by standing order please let Sara know (via e-mail where possible on sara @riley4740freeserve.co.uk) this will ensure minimal delay in sending your membership card to you. Lynne only receives quarterly bank statements and it can take some time before information reaches the Membership Secretary.***

**BACS Payments Bank Account details Sort Code 55-61-18 Account No 11252154.**

## Marshals Post

David Bell

*Upcoming club events – Lyng Garage 12 Car, March Hare 12 Car*

*Other clubs:*

*Motex Honington Targa Rally on Sunday 10<sup>th</sup> March at MOD Honington organised by Chelmsford Motor Club*

**CANCELLED**

**Cadman Construction Honington Stages on Sunday 14<sup>th</sup> April at MOD Honington organised by Chelmsford Motor Club**

**CANCELLED**

*Langley Park Rally School Charity Open Day on the first weekend in June*

*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](http://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](http://www.sccon.co.uk/SCCoNCalendar.htm))*

## Langley Park Rally School

[Langley Park Rally School](#) are holding a **Charity Open Day** at the school the first weekend in June 2013, (Saturday or Sunday to be confirmed). The format of the open day is that the school will give passenger rides in the school rally cars for a small fee which will be donated to local community charities including the Cancer in Children Charity. The school are inviting as many as possible local motor club members to bring along their stage rally cars and give fee paying passenger rides to the public, and also it's an ideal opportunity for their sponsors, families, mechanics etc to have a ride too. The school hopes that we can have as many stage rally cars old and new to attend and a few historic stage rally cars will take part too. There will also be displays of classic cars, static displays of Cross Country rally cars, WRC rally cars and other family attractions (to be confirmed). Camping, refreshments and toilets will be available on site.

As always with these events, lots of marshals will be required. All marshals will be given a lunch voucher to say thank you for helping and we hope to have a marshals prize draw...prizes to be announced. If there are sufficient marshals, we hope to give marshals a break during the day so that they can see all the other attractions on display and perhaps have a ride in one of the rally cars.

The school address is:

Langley Park Rally School, Langley Upper Green, Saffron Walden, Essex, CB11 4SB

Phone 01279 777519

or contact either Simon or Caroline Clark at [enquiries@langleyparkrallyschool.co.uk](mailto:enquiries@langleyparkrallyschool.co.uk)



## Road Rallying February Round Up

After a quiet few weeks 3 events in less than a week:

**Canada Garage Motorsport 12 Car**  
**8<sup>th</sup> Feb**  
**Mark & Lorraine**  
**Map 133**  
**With Alan in his Peugeot**  
**2<sup>th</sup> o/a (would you believe lost in a quiet)**

**MG Raw Motor Group Bruce Robinson Road Rally**  
**9<sup>th</sup> / 10<sup>th</sup> Feb**  
**Lincoln Motor Cycle and Car Club**  
**Maps 121 & 122**  
**With Paul in his Proton**  
**9<sup>th</sup> o/a (steady run round, not too many mistakes from the left hand seat, just a bit of car trouble in the second half)**

**Short Shift 12 Car**  
**13<sup>th</sup> Feb**  
**King's Lynn & District Motor Club**  
**Map 132**  
**With Alan in his Peugeot**  
**1<sup>st</sup> o/a (very, very lucky on another wintry night)**

**Your Ideal Shop 12 Car**  
**22<sup>nd</sup> Feb**  
**Howard & Bernie**  
**Map 144**  
**With Alan in his Peugeot**  
**3<sup>rd</sup> o/a**

Friday: the delayed Canada Garage Motorsport 12 car, quite a good night for me with only one major blemish - lost in a quiet zone! Well not exactly lost, just one of those moments where my focus was not where it should have been and when it returned to where it should have been the horrible realisation that you have absolutely no idea where the car is – outside the window is a village where according to your map there should be fields and a T junction. Plot & bash is fine when it works but can be rather embarrassing when it doesn't. TC5 to TC6 was

where I had my senior moment, grid square departs and I had left Alan on his own while I was in my own little world trying to work out what was wrong as the second instruction didn't seem quite right. Looking back at the map I can see that we did a slot left at SH 93 near the radio mast in 1338 when we should have carried straight on – I had been slightly distracted when Alan spotted a board when I wasn't expecting one (turned out to be a Quiet so at least we had been on the correct route). On my return to the real world we must have been at the pub in West Beckham when I was expecting to be at the T junction a good mile to the SE, more by luck than anything else I called some random turns and it wasn't until the cross roads in 1538 that I worked out where we were. Had to turn round and go back just to check that we hadn't missed a board and my evening was unravelled. It had all been going so well, even a police road block on the first section (nothing to do with the event) and a chap in his jim-jams on the second section hadn't caused us any delays. Congratulations to Chris and David on a convincing win on what had been a well put together and straight forward event.

Saturday: a trip up to Lincoln for the Bruce Robinson, the first round of three regional championships. Met up with Paul at the finish and had a struggle to get over the first fence. Not sure what the scrutineer was on but he seemed to take a dislike to one or two crews, us being one of them, I don't think there was every any chance of us not getting a run but he did make Paul disconnect his hydraulic handbrake (something that hadn't changed through 2012) and took great pleasure in asking us where our carpet from under the competition seats was. Not really the start you want. Apart from that we had a good night,

always a tough night for the nav, nothing too complicated, just a lot of it with lots of sneaky NAMs to keep you on your toes. Format of the event was a run out via a test around Wickenby, a simple standard section (simple enough for me to make two serious wrong slots without dropping any time, another test round Ludford airfield, lots of standard sections finished off with another go at the Wickenby test. All went well apart from being well caught out by a NAM just after the start of the second standard section which cost us three minutes playing hunt the board on a section that we should have cleaned. The fog came and it was very slippery on the first half. Petrol in Horncastle and then some roads to the west of Coningsby that were new to me. Things went a little pear shaped half way through the second half. The car developed a 'strange knocking noise' after Blankney Fen, this got a bit worse after the very fast whites over Dunston and Necton Heaths and the final straw appeared to be the straight but very yumpy yellow (big gonad jobby) which saw the knock louder topped off with a the car hidden in a cloud of steam. If this had been half way through the first half it would have been an early bath but Paul decided that as we were nearly at the finish we would take it steady through the last three or four sections and see how it went. Fortunately the timing was slack enough for us to stop every two or three controls for running repairs without being penalised. Things stabilised and we limped through to the finish with no major dramas and a top 10 finish. The problems turned out to be a water pump gasket and a loose front wheel (I haven't asked how loose the wheel was at the end!).

Wednesday: a wintry trip to Congham for the first King's Lynn Clubnight of 2013. Brian always comes up with something a little

different but this year the biggest concern was the weather. North West Norfolk seemed to have developed its own micro climate with quite heavy snow and a bitter wind. Another steady night for us with the main objective achieved as we got to the finish without any major off road dramas. I do like it slippery as I get a bit more time to plot, no senior moments to report – our only problems came from the left hand seat as I struggled with the navigation on a couple of sections. The first one was a smiley herringbone (two circles and a straight line) – the left eye went fine, couldn't get the right one to go and inexplicably failed to plot the straight line backwards from the finish control. Had to wait for the convoy to show us the way, this cost us 6 minutes. Saved my second moment for the final section; this section was not particularly kind to any of the crews. The route card was a grid containing instructions; I missed

one and shot off via the 'wrong' spot height. Mark & Paul missed a triangle on the first junction but dropped the least time. John & Ian did a major tour of Norfolk dropping 13 minutes. My spot height diversion cost us 7 minutes but Chris & David did by far the best job as they snatched defeat from the jaws of a comfortable victory with a wrong approach to the final control.

Friday: Scoulton for the Your Ideal Shop 12 Car, another good night with no senior moments to remember, but then again selective memory is another senior 'feature'. First section caught me out, thanks to Peter and Dan for showing me the way, especially as they overshot the final slot letting us into the control in the correct order. Slight confusion in Snetterton (village) as the crews puzzled over a possible extra Y on a road colour junction followed by more confusion in Snetterton

(circuit) but all was going well. Led a convoy towards Eccles Road until we stopped for a board (that wasn't), passed through Wilby, Old Buckenham, East Hargham white to a control just off the new A11 roundabout to the south of Attleborough. This one put the brakes on our progress, a simple straight line herringbone that I couldn't get to go. This was one of those 'I wouldn't go that way if I was organising' moments as the correct route took us back onto the A11. Fairly straight forward run back to Scoulton and a Fish and Chip supper thanks to Chris Edwards support. Another well put together and straight forward event with a tie for first place with two crews clean, Peter & Dan taking the spoils on engine capacity from Jonathan & Graeme.



## **March Hare 12 Car**

**Annual inter-club challenge  
KLDMC v SCCoN**

**Friday 22<sup>nd</sup> March**

**Starting and finishing from Hylton Gott (Downham Market)**

### **SCCoN Team**

**Alan Shrimpton  
Jonathan Stimpson  
Robert Aldous  
Ian Woodley  
Rob Henchoz  
Dale Lawson**

**David Bell  
Peter Riddle  
David Mann  
Damian Conway  
Amy Henchoz  
Andrew Lawson**

**If you would like to marshal please contact  
Martin Newson or David Bell**

## 2012 / 2013 12 Car Championship

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

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

### Round 2 – Friday 26<sup>th</sup> October - SCA Race and Rally 12 Car

Organised by Jonathan Stimpson and sponsored by Alan Shrimpton

### Round 3 – Friday 30<sup>th</sup> November - Waveney Mushrooms 12 Car

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

### Round 4 – Friday 8<sup>th</sup> February - Canada Garage Motorsport 12 Car

Organised and sponsored by Mark & Lorraine Annison

### Round 5 – Friday 22<sup>nd</sup> February - Your Ideal Shop 12 Car

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

### Round 6 – Friday 15<sup>th</sup> 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	08-02-2013	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	15-03-2013	20-02-2013	27-02-2013	08-03-2013

[www.scon.co.uk/SCCoN201212Car.htm](http://www.scon.co.uk/SCCoN201212Car.htm)

## 12 Car Round 4

Canada Garage Motorsport

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
2	E	Chris More / David Smalley	-	4	1	
1	E	Alan Shrimpton / David Bell	-	6	2	1
4	I	John Peterson / Ian Graham	1	1	3	1
5	N	Rob Henchoz / Amy Henchoz	1	2	4	1
7	N	David Daniels / Josh Ward	1	8	5	2
3	E	Ian Woodley / Damian Conway	1	15	6	2
6	N	Dale Lawson / Andrew Lawson	3	-	7	3
9	N	Rob Porter / Robert Aldous	3	2	8	4
8	N	Pat Headland / Tony Headland	4	24	9	5

Thanks to Mark & Lorraine for organising & sponsoring and all the marshals Mark (Scrutineer), Lorraine (Signing On), Mark & Joe (CO), Suzanne & Donna (Start), Peter & Dan (TC1 / CC), Tom & Glynis (TC2), Fred & Liz (TC3), Mike (TC4), Christine & Phil (TC5), Ian & Gill (TC6), Lorraine & Roger (TC7), Mark (Results).

## 12 Car Round 5

Your Ideal Shop

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
10	B	Peter Riddle / Dan Hilton	-	-	1	
4	N	Jonathan Stimpson / Graeme Aldridge	-	-	2	1
9	E	David Bell / Alan Shrimpton	-	4	3	1
8	E	Chris More / David Smalley	1	12	4	2
7	E	Robert Aldous / David Mann	1	14	5	2
6	I	John Peterson / Ian Graham	1	14	6	1
2	N	Dale Lawson / Andrew Lawson	3	-	7	2
5	N	Pat Headland / Tony Headland	8	14	8	3
3	N	Dominic Anghileri / Thomas Anghileri	18	15	9	4
1	N	Geoff Bateman / Nick Dunkley	DNS			

Thanks to Howard & Bernie for organising, Chris Edwards for sponsoring and all the marshals: Bernie (Scrutineer), Howard (Signing On), Maria (Teas & Coffees), David & Simon (TC1 / CC), Howard & Bernie (TC2), David & Gareth (TC3), Danny, Trevor & Alan (TC4), Ian & Gill (TC5), Simon & Wendy (TC6), Mike (TC7), Danny, Trevor & Alan (TC8), David & Gareth (TC9), Howard (TC10), Danny & Bernie (Results).

## 12 Car Round 4

The event was originally organised for the 25<sup>th</sup> January but due to the white stuff that had been falling from the sky, Mark and Lorraine Annison took the sensible decision to rearrange the event for the 8<sup>th</sup>.

On the 7<sup>th</sup> Chris phoned me to say that the car had developed a misfire and had some warning lights up on the dashboard but he had managed to get it to the garage that he uses and the garage was hoping to have the car sorted by the following afternoon and told me that if "I don't hear from him assume that the car is sorted".

When I arrived at Chris's House I was glad to see the little Peugeot sitting there. We then popped to Morrisons to get some tea before heading over to North Walsham. The car was scrutineered and we signed on. The final instructions gave us some Long way round Triangles, Black spots and Quiet Zones to plot. This gave me an idea how to have my map folded and a rough idea of where we would be heading. We were also informed of an accident that was on the route but Mark was hoping it would be gone before we got to it.

We had a small run out of the town to the start in a layby on the A149 Just after Waitrose. I undid the envelope to find "421828" this was three spot heights that we had to cross, but in my excitement I forgot to see that we crossed a .33 on the main road so after an overshoot we turned back down the first road. We then arrived at the accident to find the road blocked so instead of waiting for the police to let us through we took a loop round the accident. This was actually a very good road and could have been a nice addition to the event.

TC2 to TC3 was a list of grid lines with no spaces. The route was confirmed to me when we passed through a LWRT that we plotted at the start. This took us to TC2 North of Matlaske.

TC3 to TC4 had a list of TR TL and SO. (turn right/left and straight on) there was AIV written at the top I took this to mean backwards. This was also confirmed when we crossed through two of the LWRT's from the start. This took us just East of Edgefield and the night seemed to be going well but we hadn't seen much of any other crews so it's hard to judge how they are doing.

TC4 to TC5 was tulip diagrams which gave an approach to the junction but no departures. This was all OK until we got the 9<sup>th</sup> junction and it didn't fit. I then plotted TC5 and worked backwards. This took me back to the same junction that didn't fit. I then realised that one leg of the junction had been missed from the tulip. No worries here and all seemed well. We arrived at TC5 East of Holt without dropping anytime but saw Alan and Dave in front of us still so knew we must be very close.

TC5 to TC6 hand-outs showed 2 squares with lines and numbers marked from them. I took this to show the departure from the grid square. This fitted well and Chris drove superbly and took us through a previously plotted LWRT. We arrived at TC6 with time to spare and no Sign of Alan and Dave. So asked Ian If we were the first Car to which he confirmed. We knew if we left the control before they arrived that they would have dropped a minute.

TC6 to TC7 whilst opening the envelope I thought to myself this section is going to be very important so be careful. It was a straight line herringbone. I thought great but for some reason really struggled. I had my head down and was nearly working out the route as we arrived at each junction. We had an overshoot here because I had my head down. We realised what had happened and turned back down the correct road. We arrived at the finish to See Dale and Andrew already there which made me question myself but we seemed to find code boards on most places where there was some uncertainty.

Arriving back at the Alby Horse shoes I felt confident, but I have felt confident before and missed code boards so you never know. I had work at 7am on the Saturday so didn't want to be out too late but the results seemed to take for ever. Once they were called we found out that we had won so I was happy and wasn't so worried about how late we stayed. We had no fails and the only place we dropped time was around the accident and the section after.

I would like to say Thank you to: Mark and Lorraine, for organising such a good event; Canada Garage Motorsport, for sponsoring the event; All the marshals, for being out in the cold; Chris, for driving so well; The Alby Horse shoes, for the Food and Hospitality.

David Smalley

## 2012 / 2013 12 Car Championship

Championship Positions after round 5:

<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>Total</b>
1	Chris More	12	11	9	12	9		53
2	John Peterson	10	8	11	10	7		46
3	Alan Shrimpton		10	10	11	10		41
4	Dale Lawson	7	12	4	6	6		35
5	Pat Headland	8	3	3	4	5		23
6	Rob Henchoz			12	9			21
7	Simon Hatfield	6	5	7				18
8	Robert Aldous	3	7			8		18
9	David Daniels		4	6	8			18
10	Ant Liddle	9	6					15
11	Ian Woodley			8	7			15
12	Peter Riddle					12		12
13	Geoff Bateman	11						11
14	Jonathan Stimpson					11		11
15	David Leckie		9					9
16	Trevor Addison	5						5
17	Mark Banham			5				5
18	Rob Porter				5			5
19	Alison Cotes	4						4
20	Dominic Anghileri					4		4

<b>Navigator</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>Total</b>
David Smalley	12	11	9	12	9		53
Ian Graham	10	8	11	10	7		46
David Bell		10	10	11	10		41
Andrew Lawson	7	12	4	6	6		35
Peter Riddle	11	9	7				27
Tony Headland	8	3	3	4	5		23
Amy Henchoz			12	9			21
David Mann	3	7			8		18
Josh Ward		4	6	8			18
Garth Collier	9	6					15
Damian Conway			8	7			15
Dan Hilton					12		12
Richard Freeman	6	5					11
Graeme Aldridge					11		11
Bernie Fox	5						5
Jonathan Stimpson			5				5
Robert Aldous				5			5
Peter Cotes	4						4
Thomas Anghileri					4		4

## 2013 Eastern Trials Challenge

Round	Date	Event	Organising Club
1	1 <sup>st</sup> January	Seckford Trial	Eastern Counties MC
3	10 <sup>th</sup> February	Brickhill Trial	Falcon MC
4	24 <sup>th</sup> February	Holbecks Trial	West Suffolk MC
2	10 <sup>th</sup> March	Harlton Trial	Cambridge CC
5	24 <sup>th</sup> March	Wattisfield Trial	West Suffolk MC
6	12 <sup>th</sup> May	Mile Tree Trial	Falcon MC

New for 2013, a series of Trials organised by Eastern Counties MC, Cambridge CC, Falcon MC and West Suffolk MC

## 2013 Anglian AutoSOLO Challenge

Round	Date	Venue	Organising Club
1	17 <sup>th</sup> March	Waterbeach Barracks	West Suffolk MC
2	28 <sup>th</sup> April	Carver Barracks	Easter Counties MC Falcon MC
3	9 <sup>th</sup> June	t b c	Sporting CC of Norfolk
4	7 <sup>th</sup> July	Carver Barracks	West Suffolk MC
5	15 <sup>th</sup> September	t b c	Cambridge CC
6	6 <sup>th</sup> October	Carver Barracks	Easter Counties MC

Same format as last year, dual permit Clubman AutoSOLO and Autotest.

Struggling for venues but hopefully the dates will not change.

Two new clubs joining in the fun this year, welcome to Cambridge CC and Falcon MC.

**Miscellaneous**



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**T:** +44(0)1328 855595      **W:** www.norfolkclassiccars.co.uk

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	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, Aidedburgh & Southwold	27/08/08	B2



## MORE SNIPPETS

### MSA Marshals - how old?

I've just renewed my Marshal Registration for 2013 with the Motor Sports Association. I did it on line and at one point I was asked for my date of birth. The drop-down menu for this field offers dates of birth from 1897 to 2007. Some of us in SCCON are old enough to qualify for a bus pass, but just how many 115 year old marshals is the MSA hoping to recruit, or for that matter, how many 5 year olds? Though come to think of it, we've all met the odd marshal who behaves like a 5 year old!

### Ever had difficulty while navigating?

Every navigator makes the occasional mistake. I first started navigating on one inch Ordnance Survey maps without a map magnifier, and it was not uncommon to take a wrong turning. Then I'd look at features on the road ahead and try to match them to symbols on the map for the road that we should have been driving along. On a moorland road with no buildings, I could easily become convinced that our road was the correct route and then we'd lose a lot of time going in the wrong direction. Nowadays, if I think we might have gone wrong, I look on the map at all the roads we might be on, not just the correct route, and this helps me to realise where we are much quicker.

Some rally organisers like to make life harder for the navigator, for example by criss-crossing the route to and fro across the join between adjacent maps, but nothing that rally navigation can throw at us compares with the wartime experience of RAF Sergeant Harold Bareham of 82 Bomber Squadron.

In June 1940, he was the navigator in a Bristol Blenheim that flew out of Watton on a successful mission to bomb an oil refinery near Bremen in North West Germany. The industrial areas of Bremen were heavily defended and, as they turned for home, Harold's plane was hit by anti-aircraft shells that ripped a large hole in the side of the fuselage. The resulting wind blew away all his maps and much of his navigation equipment. Undeterred, Harold looked out of the big hole at the stars and gave his pilot an approximate bearing to fly until he reached the coast of East Anglia. Then he looked at the river patterns on the ground below and then the railways, correctly navigating the aircraft back to a safe landing at Watton. Next time you drive past what is left of RAF Watton Airfield on a 12-car navigation rally, spare a thought for Sgt. Bareham and all the brave lads who flew from there.

### Cape Town to London - a new record time set in a two-cylinder car!

Phillip Young, the former editor of 'Sporting Cars' magazine, was one of the founders of the Historic Rally Car Register. He has organised: the first Pirelli Classic Marathon in 1988, three Peking to Paris car rallies and the Round the World in Eighty Days Motor Challenge (in 2000), the longest motor rally ever held. Phillip also ran last year's London to Cape Town Rally in which our own Rob Henchoz performed so well, finishing 9th overall in his Volvo 144, and second in class to a much more expensive car: the Porsche 912 driven by ex McLaren F1 team manager, Alistair Caldwell.

The previous Cape Town to London record of 14 days, 19 hours and 26 minutes, was set by Major John Hemsley and his wife Lucy in 1983, driving a factory-supported 3.5 litre V8 Range Rover.

*Incidentally, I competed against John Hemsley back in 1972 in the British Army's "Exercise Black Dragon" driving championship, held over two days in mid-Wales. We were lying 2nd mid way through the Saturday night rally, but then we tipped our Land Rover onto its side (I wasn't driving at the time!). Later we suffered dirt in the carburettor, probably stirred up in the fuel tanks when we were the wrong way up, and eventually we finished 13th out of 120 crews while the event was won by Major Hemsley.*

But back to the trans-Africa record: Phillip Young, and his long-time friend Paul Brace of Jaguar restorers 'Eagle E-types', have just broken the old record for the fastest drive from Cape Town to London in, of all things, a Fiat Panda twin-air with a tiny 875cc two-cylinder turbocharged engine. Some African countries have 75mph speed limits so the crew used satellite tracking to ensure they kept within legal speeds throughout their record-breaking run. On 11th February 2013, Phillip and Paul drove their Fiat under Marble Arch completing their journey in 10 days, 13 hours and 28 minutes!

Their little car was prepared by Tony Fowkes, who is well known to SCCON member Rob Kitchen. Tony finished 3rd overall in the 1975 RAC Rally behind Timo Makinen and Roger Clark, and he was second in a Mercedes 280E on the 1977 London-to-Sydney Endurance Rally so he really knows his stuff. You can read more about the Fiat's preparation and the full story of Phillip and Paul's epic adventure drive at <http://www.africarecordrun.com>

Peter Riddle February 2013



The majority of Brits show little understanding of road signs, with a shocking 93 per cent failing to recognise "no vehicles" signs, according to new research by Confused.com.






How well do you understand the road signs you come across on a daily basis?

Exclusive research carried out on behalf of Confused.com shows that Brits may be more confused by road signs than they would like to admit.

An astonishing 93 per cent failed to recognise the sign for "no vehicles except bikes being pushed".

Meanwhile 83 per cent were unclear on the meaning of the common "Urban Clearway" sign, and 67 per cent were bamboozled by the "no waiting" sign.

### Top five confusing road signs

 <p><i>No vehicles except bikes being pushed</i> <b>(93% incorrect)</b></p>	 <p><i>No stopping during times shown except for as long as necessary to pick up passengers</i> <b>(83% incorrect)</b></p>	 <p><i>No waiting</i> <b>(67% incorrect)</b></p>
 <p><i>No motor vehicles allowed</i> <b>(61% incorrect)</b></p>	 <p><i>Appropriate traffic lanes at junction ahead</i> <b>(51% incorrect)</b></p>	

Confused.com polled 2,000 people on which road signs they found the most confusing and the following five were voted the most perplexing.

### Road signs 'distracting'

Almost half of the 2,000 Brits polled – 46 per cent – say they have been distracted by road signs while driving.

And a lack of understanding when it comes to road signs has resulted in nearly 30 per cent having had a crash,

bump or near miss.

Of these, 81 per cent have had to spend up to £600 on car repairs as a result of accidents caused by confusing road signs.

Brits' road-sign bugbears

Brits' biggest bugbear is road signs used for maintenance, with 43 per cent feeling irritated that they are left out longer than they should be.

And 25 per cent are also infuriated by signs that have been put in the wrong place.

Other reasons motorists give for wanting to revise road signs is because they don't make sense (36 per cent), they are distracting (31 per cent), and they clutter our roadsides (37 per cent).

Clearer road signs 'will improve road safety'

Gareth Kloet, head of car insurance at Confused.com, says: "Our research suggests that many accidents are actually caused by redundant or perplexing road signs.

"It is clear that the government needs to do a better job in educating people on what road signs mean in order to improve road safety.

Councils cull confusing road signs

Last month, the Department of Transport revealed 9,000 traffic signs had already been removed from the roads in a bid to de-clutter Britain's streets.

And transport secretary Patrick McLoughlin has urged local authorities to continue the cull.

He says: "There are too many unnecessary signs blotting the landscapes of our towns and cities.

"That is why I have published new guidance, to help encourage local authorities to make old, confusing and ugly signs a thing of the past.

Spring clean

Shaun Spiers, chief executive of Campaign to Protect Rural England, says he hopes councils made "a spring clean of clutter one of their New Year's resolutions".

He adds: "Individual signs may be added with the best intentions but before long can sprout into a forest of clutter that degrades our countryside and distracts drivers."

Around 82 per cent of Brits agree with the government's plans for decluttering our streets of road signs.

And 40 per cent of those polled believe the public should vote for which road signs are reviewed.

Have your say!

But while we wait for the government to put this to the public vote, here at Confused.com we thought we'd allow you to voice your opinion.

Confused.com is running an online petition where you can [vote for which road signs should be revised](#).

What do you think?