

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2013



Image taken from the interwebby

Events in May

**Thursday
16th May**

AGM

White Horse Inn

**Contact
David Leckie**

**Sunday
19th May**

**Debden
Targa Rally**

Carver Barracks

**Contact
David Bell**

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

[South Suffolk Classic Car Run
Regs & Entry Form](#)

[Debden Targa Rally
Regs & Entry Form](#)

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

[Peoples Choice Car Show
Entry Form](#)

First Aid 2013

The club is giving you the opportunity to have training in First Aid should you be interested. There are places for 10 club members.

Please contact Martin Newson cjnewson32@yahoo.co.uk or 01502 716280 if you are interested

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

Change of venue – please join us at the White Horse Inn on **Thursday 16th May** for the AGM

Diary Dates

Wednesday 1st May
Management Meeting at the Ugly Bug Inn, Colton

Sunday 12th May
2013 ECT Round 6
Mile Tree Trial
Falcon Motor Club

Sunday 12th May
South Suffolk Classic Car Run
Eastern Counties Motor Club
West Suffolk Motor Club

**Thursday 16th May
AGM
White Horse Inn**

Sunday 19th May
Debden Targa Rally
West Suffolk Motor Club

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

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

**Sunday 23rd June
Midsummer Vintage and
Classic Car Run**

Wednesday 3rd July
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 12th May
Middlewick Stages
MOD Woodbridge
Middlesex County Auto Club
Green Belt Motor Club

Sunday 19th May
Debden Targa Rally
(nr Saffron Walden)
West Suffolk Motor Club

Saturday 22nd June
East Anglian Classic
Tivetshall St Mary
Chelmsford Motor Club

Saturday 23rd June
Midsummer Vintage and Classic Car Run

Saturday 29th June
Huntsman Rally
South Derbyshire
Carlton & District Motor Club

AGM

White Horse Inn

Trowse

Norwich

Thursday 16th May

Free buffet

[Ugly Bug Inn, Colton](#)



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

www.scon.co.uk/SCCoN2013Calendar.htm

The two evening Autotests are still searching for organisers and venues so are looking a bit doubtful.

Would anybody like to organise a Quiz or a Scatter.

Would anybody be interested in entering a Quiz or Scatter if one was organised, it is very difficult to encourage club members to commit the time and effort involved in organising an event when they are rewarded with only 2 or 3 entries.

Editorial Chair

Martin Newson

April Events

Will you make it to the AGM on May 16th? We need you all to be at the White Horse Public House at 8.00pm, we need you all there it costs nothing to attend and your views are always welcome.

If you want your say please email or write to Dave Leckie as soon as possible with all business AGM points for discussion have to be in writing at least 7 days before the AGM.

There should be time after the meeting to discuss some other matters concerning motorsport in general.

While at the AGM you might find my wife Christine (and other young ladies) moving amongst you with a form for you to add your name too.

The SCCoN Race for Life team will be taking part in the charity event on May 18th at the Showground just outside Norwich, and they need your support.

As a family we have more reasons than some to support this charity event, which is why we are encouraging you to support them. Please give generously so we can help eradicate this disease.

If you would like to join them on the day please speak to Christine as the event will only be two days away at the AGM

First Aid 2013

We are giving you the opportunity to have training in First Aid should you be interested.

There are places for 10 club members (if more of our club members want this training we will run more courses) to be trained on this one day course.

The details have yet to be arranged, I will do this as soon as we have the names of all of you who are interested. Please contact Martin Newson on
Email: cjnewson32@yahoo.co.uk
Phone: 01502 716280.

April 28th Debden Barracks Round 2 AutoSOLO Challenge

It was a very early start for the drive down to Saffron Walden on the bright Sunday morning. Not to be put off by the drive south of Cambridge to second round of our series. With a very healthy entry of around 40 it was to prove to be very challenging to do well this time out.

There were a lot of new faces joining us, it always amazes as the day starts everyone says they just want to drive for fun then you see them all comparing times and asking how to get around each test quicker.

There were 4 entries from the club, John Peterson, Geoff Bateman, Dave Leckie and me (Martin Newson). We ran in three different classes, Dave Leckie (A1), Geoff Bateman (A2), John Peterson and I (D1) up to 1400cc in the Autotest Class.

West Suffolk MC had laid out three test sites which were run three times each and reversed for the afternoon runs.

The first test was the longest in time and distance, the SCCoN team ran the test, which was a bit different as it went around a corner out of site of the start marshals (but with radios this is not a problem).

If you do not concentrate it can be quite easy to go the wrong side of a cone, but the gates are numbered and there is a cone laying down to direct you to which side of the cone you need to pass. The most difficult tests are those which have the "gates" close together but if you have the slow in fast out approach it should be quite clear.

The day went very quickly with all tests flowing very well, and it was all too soon time to finish and await the results.

John Peterson achieved the fastest time of the day for both events. Dave Leckie 3rd in Class Geoff Bateman 7th in Class and Martin Newson 4th in Class.

For us the next event is the Targa Rally at Debden, they are still taking entries for this event. Check out the West Suffolk Motor Club web pages for full details.

Reminders

Club membership is now due.

AGM on 16th May please find time to attend at the White Horse pub in Trowse Norwich.

June 23rd the Classic Car Run, starting from Watton town centre.

Sporting Car Club of Norfolk Limited

Annual General Meeting

Thursday 16th May 2013.

Commencing at 8:30pm at The White Horse Inn, Trowse, Norfolk NR14 8ST

AGENDA

- 1 Welcome and introduction**
- 2 Apologies for absence**
- 3 Minutes of the Annual General Meeting of the 17th May 2012**
- 4 Chairman's Report – M Newson**
- 5 Competition Secretary's Report – M. Annison**
- 6 Treasurers Financial Report and Presentation of Accounts – L. Wellbelove**
- 7 Re Election of Auditors**
- 8 Re Election of Club Vice Presidents**
- 9 Re Election and Election of Members of the Council of Management. In accordance with the Articles of Association all Members of the Council of Management are to retire and are eligible for re election**
- 10 Any other business**

David Leckie. Company Secretary. Sporting Car Club of Norfolk Limited

(any items to be raised under AOB must be sent in writing by snail mail / email to David Leckie, 296 Holt Road, Horsford, Norwich, Norfolk NR10 3EG / dleckie@tiscali.co.uk at least seven days before the AGM)

Wonderful Watton

**The Sporting Car Club of Norfolk
in association with Watton Town Team
are pleased to invite you to bring your car to the
Peoples Choice Car Show
in Watton on Sunday 23rd June**

This show will take place **after** the Start of the SCCoN Mid-Summer Classic Run (entries for this event can be made via the SCCoN website).

Watton has closed the roads for a motoring event!

From 09:30 to 11:00 the High Street will be occupied by competitors for the Midsummer Classic Run organised by SCCoN.

After this wonderful selection of cars has left our High Street we need to continue the motoring fun by refilling the street with another collection of interesting vehicles.

We are inviting you to display your car, from Supercar to Classic, from Barn Find to Show Car or just that car that has been part of the family for many years, with us here in Watton.

This event is a celebration of our passion for cars and motoring, judging will not be based on how shiny your car is !!! It will be a Peoples Vote and all visitors to our Town will have the chance to vote for
The 3 Cars they would most like in their Garage.

The centre piece to this day will be an F1 Car kindly loaned by Classic Team Lotus.

Our Bars and Cafes will be open all day, there will be Club Stands, an Autojumble, an Exhibition by renowned automotive artist Alan Stammers and live music to make a full family day out.

We would request that you arrive from 0930 and park as directed prior to moving into the High Street after the Classic Run traffic has left.

Entries for the ***Peoples Choice Car Show*** will be limited to 85 cars.

Please contact Chris Edwards Chairman Watton Town Team.
chris@edwardsnews.co.uk
01953 881234 office

Midsummer Vintage and Classic Car Run Sunday 23rd June

Starting Le Mans style from Watton High Street

Tea and coffee will be available plus the opportunity to purchase a breakfast (bacon rolls etc.)

At the start entrants will be supplied with a rally plate and a road book in our popular easy-to-follow format

All cars completing the route will be given a memento

The route will cover approximately 80–90 miles of quiet Norfolk roads

Timing will be very relaxed allowing sufficient time to enjoy the various sites of interest along the way

Finishing at Snetterton Circuit

LATEST NEWS

There will be an award to the best dressed crew (dressed to match the year of their entry)

Bernie Fox will be organising an Autojumble on Watton High Street (more information on the website and in the next issue of Spotlight)

Thanks to Rob Kitchen of Norfolk Classic & Sports Cars for his generous support



General repairs for all makes & models of classic & vintage cars
Unit 6b, Garrood Drive, Fakenham Ind Est, Fakenham, NR21 8NN
Behind Fakenham Auto Electrical

M: +44(0)7867 516281 **E:** Rob@NorfolkClassicCars.co.uk
T: +44(0)1328 855595 **W:** www.norfolkclassiccars.co.uk

Marshals Post

David Bell

Upcoming club events – Midsummer Vintage & Classic Car Run**Other clubs:**

Middlewick Stages on Sunday 12th May at MOD Woodbridge organised by Middlesex County Automobile Club & Green Belt Motor Club

Rainworth Skoda Dukeries Rally on Saturday 8th June based at Southwell Racecourse (nr Newark) organised by Dukeries Motor Club

East Anglian Classic on Saturday 22nd June based at The Old Ram (Tivetshall St Mary) organised by Chelmsford Motor Club

Huntsman Rally on Saturday 29th June based at Wilson Golf Club (South Derbyshire) organised by Carlton & District Motor Club

Further information (if any) available from David Bell on 01603 720871 – there are also links to the relevant sites on the Marshals page on the club website (www.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)

2013 / 2014 12 Car Championship

Organisers wanted

Round	2013 / 2014 Date	2012 / 2013 Organiser(s)	2011 / 2012 Organiser(s)
1	27 th September	David & Katy Leckie	David & Katy Leckie
2	25 th October	Jonathan Stimpson	Jonathan Stimpson & David Burlingham
3	29 th November	David Mann & Robert Aldous	David Mann & Robert Aldous
4	31 st January	Mark & Lorraine Annison	Howard Joynt & Bernie Fox
5	28 th February	Howard Joynt & Bernie Fox	Mark & Lorraine Annison
6	28 th March	Simon Tebbutt	Chris More & David Smalley

An email will be going out to previous organisers but if you would like to have a go please don't be shy – plenty of help and advice available

March Hare

Damian Conway

March Hare Rally ... Really Great Event!

Ian Woodley / Damian Conway Satria 1800

The promise of snow failed to materialise, but the biting sub zero Siberian wind sweeping across the fens, kept the roads dry and also gave perfect visibility.

The start was the very warm and well-appointed Hylton Gott dealership outside Downham Market, comfy chairs and proper tables for any pre-plotting to be done, (of which there was none!) with complimentary refreshments laid on

The "Le Mans" style start added a bit of interest, but we easily cleaned the first section. The route meandered down map 143 with some very fast straights; the passage checks were well sited, and were in the expected places.

As a Navigator, Driver, and organiser myself, (my first event was back in 1974 and have organised several SCCON events) I am always wary of organisers who try too hard to 'trick' the competitors. I am pleased to say that KL&DMC organised a cracking event, on a limited amount of 'rallyable' roads on map 143 and STILL managed to get a fair result without resorting to navigational trickery.

Things flowed well on the left hand side of the car, after a week was given to unscramble my 'rally brain' after the Lyng Garage Rally the previous Friday. Ian and I got off to a good start with no problems which is always always a good 'settling-in' period for driver and nav, and calms the pre-event butterflies (yes I still get them !) and were only dropping the odd minute after a clean first section.

My favourite rally road in East Anglia is the 2k long bumpy yellow just south of Shouldham, I have rallied this road on a few occasions and if the car (and crew!) is up to it then it can be driven really hard and fast. I had to think a minute or two longer than I would have liked on the map feature section round Shouldham Thorpe and West Briggs, but it was fair and reasonable navigation. I remembered that the VERY bumpy West Briggs back road used to be shown as a white on earlier map editions!

We were 7th at the halfway point and happy with our progress so far . I could not fault Ian's driving in perfect conditions for the Satria. (no-one got a tow from OUR tail-lights!) any time we lost was plotting time and certainly NOT time spent driving the route.

We couldn't wait to get started for the second half, a quick slurp of Red Bull (wish it had been available in my earlier rallying days ! .. don't get me wrong I DETEST the stuff, but it hits the spot PDQ and my brain needs all the help it can get!)

Things were going so well or so I thought when I totally failed to realise there was a TC13 A . Therefore although I plotted the correct route, it seemed far, far too long for the time allowed between two TC's (If I had read the time card more carefully I would have sussed it) I therefore plotted a more direct route to TC14 and of course missed TC13A completely. which cost us a fail and possibly 5 missed boards.

I write this in the safe knowledge that this massive nav cock-up would NOT have made any difference to the final result between the Clubs (had it done so I would be writing this from a very far away place in deep shame!) but may have made SCCON's defeat a little less painful ...anyway Mea Culpa.

Thankfully this didn't have any effect on our enjoyment of the event, and has stiffened my resolve to do better in the future.

A great curtain-closer to my 'out of retirement' season, thanks Ian for cajoling me into getting back into harness, you never know, I just may be back for more in the Autumn!

Damian Conway

Road Rallying April Round Up

Should have been a busy month but it wasn't

Kick Energy Derbyshire Road Rally
6th / 7th Apr
Matlock Motor Club
Map 119
With Paul in his Proton
Snowed off

Illuminations Road Rally
13th / 14th Apr
Morecambe Car Club
Maps 97 & 98
DNE

Myotis Navigational Rally
20th / 21st Apr
Devizes & District Motor Club
Maps 173, 174, 183 & 184
With Hugh in his MG
9th o/a

Saturday 20th and a step into the unknown with a trip 'well down south' to Devizes for the Myotis. No idea what was in store, regs promised marked maps with all the competitive mileage on the private roads within the MOD Salisbury Plain Training Area (SPTA) including the firing ranges. It turned out to be a bit of an East Anglian away day with local crews Mark & David and Jonathan & Ian also making the trip.

Our event turned out to be best summed up as a series of comedy moments.

Loading the car onto the trailer at Hugh's I was asked to check the rear lights as there was a 'potential' problem, sure enough only 75% of the red lights were working. A bit of a tap and a wiggle changed this to 100%, not really a good start.

Car unloaded and a rear light check (all still working), noise and another check in the queue for scrutineering – back to 75% (but a different one not working) and all

wiggling and tapping did was toggle the problem. Sailed through scrutineering (don't ask me how).

Driver briefing came and went with all the questions coming from the 'outsiders'. We were warned not to leave the tracks under any circumstances (biggest comedy moment of the night as it turned out), to watch out for other traffic on the tracks and that was it.

Running at car 11 we were scheduled to leave MTC1 at 22:41 (one of the advantages of running on private land); 22:20 and as Hugh fired up the car to warm it up there was a curse and we were off to look for a petrol station! Back to the car park and confirmation from another competitor that we were now down 50% working red lights (and these needed assistance from the middle pedal), bad news for Mark & David running at car 12!

MTC1 saw the maps handed out giving me the run out to TC2 a chance to look at them (the run out also saw the first wrong slot of the night on the A roads through Upavon, not too serious but not a confidence booster). I'm not a fan of marked maps and to be fair I did struggle with them. I should really have taken more notice of the first section and modified my interpretation but in my defence most of the first half (to TC10) was fairly relentless with the only break being between TC3 and NTC4, but the break included 2 runs at the first of two tests). I would have preferred to have the maps handed out at Signing On but that's a MSA no-no. On the plus side the maps showed the route and all the controls (TC, PC and RC); on the minus side the annotations weren't always obvious and the route occasionally was shown on the 'wrong' side of the track.

Sitting at TC2 it was obvious that dust was going to be a bit of an issue (understatement of the year) but a far bigger issue was my farcical attempts to predict the route from the maps. The map for the first section showed a white, slot left onto a 'new' track, left at T onto a track, RC, fork left onto a 'new' track, GW SOX (A road) onto a 'new' track for 2 miles into TC3. The 'new' tracks were dashed lines drawn on the maps by the organisers; obviously the roads on the Plain are fairly fluid. On the night the first 'feature' we came to was the RC, the first two junctions just weren't there, unfortunately I didn't learn! Hugh came up with the solution at the debrief – I should have just navigated by the Controls using the 'junctions' as possible reference points.

Clean to TC3 and the first run at Test 1. Timing at all controls was to the minute apart from the four tests which were to the second. Test 1 was a 3 mile run through a wood with a well-defined flowing route. We had a good run, well too good really as we caught our 30 sec man and had to wait for them to pull over then caught our 60 sec man and had to follow them through a manned PC, manned lolly-pop into the finish. Straight into a second run at the test. No 30 sec man this time but caught the 60 sec man just before the manned PC and with no opportunity to pass had a frustrating run to the finish. Fortunately Hugh had already realised that because of the dust odd seconds probably wouldn't be too relevant in the final reckoning.

The end of the second run was also NTC4 and so it was straight back into the fray. Hugh was becoming increasingly frustrated with my inability to call the slots (mainly because the ones I called weren't there!) and PC3 saw the wheels depart big time. Can't

remember whether it was manned or not or followed by a missed call but we should have slotted left at PC3 and we didn't and when the dust cleared we weren't where we should have been and I had absolutely no idea where we were! If it wasn't for a local turning up to ask us what we were doing and then pointing out where we should have been we may have still been there! More new track to take us to TC5 and 10 minutes gone (bit worrying to be already 10 minutes down at what was in effect the second TC!).

Highlight of the night time, TC5 to TC6 via a double use 'crossroads' locally known as Barden's Clump, basically turn right each visit. Confidence was running low in the MG as we approached the Clump for the first time. Sadly I called it correctly but Hugh spotted an RC and wasn't interested when I informed him that it was for later. After a discussion (and a bit of a raised voice) we were off on the correct track (but the discussion was still going on). Attempts to get Hugh to look for an RC at the next junction were just beginning to succeed when Hugh was distracted by a convoy of cars approaching. Hugh's immediate assumption was rally cars and wrong slot (re-enforced by the RC in the Clump and lack of RC where I said it should be). Against my better judgement agreed to a return to the Clump. Approaching cars had by now disappeared and there was no other route from the Clump so off we went again, a proper search at the predicted RC location found the board (nearly flat) and we were off again. Big loop back to the Clump and another heated discussion as this time Hugh didn't want to go via the RC spotted earlier but opted to go off up the track back towards TC5. Finally made it to TC6 and surprised only to drop 3 minutes.

Can't remember any moments to TC7 but another 2 minutes went,

perhaps it was just down to the dust. Obviously things were improving as we managed TC8 & 9 penalty free, not so TC10. We were going reasonably well up to RC21 then what looked like a fairly complicated bit on the map through PC9 and PC10 turned out to be very straight forward with none of the junctions called from the map appearing on the road resulting in us driving past the unmanned PC9 ending up at a T junction which I had called SOX, R@T (no idea what had happened to the cross roads). Arrived at PC10 and realised that we'd missed PC9 – had we driven past it or was it not there, so far all the boards and controls had been fairly obvious – opted to carry on. Just the 1 minute dropped at TC10 so probably should have gone back for a look, oh isn't hindsight wonderful!

Neutral to NTC11 and another 2 sections to petrol. TC12 was a fine example of how disorientating it all was. The map showed RC25, white, new track, white, slot left onto a white into TC12. RC25 came up and the next feature we came to was TC12, so I had TC12 500m from where it actually was, it was actually where it should have been and I was 500m out for the next few junctions resulting in a stupid missed slot, a ticking off from Hugh and a dinked back bumper as we did a multi-point turn on a very narrow road. This cost us a silly minute at TC13 and Hugh was so hacked off he made me get out at petrol to hand in the cards (once I'm in I don't usually get out until the end).

80 minute break at petrol and with $\frac{3}{4}$ timing throughout (not that obvious from the briefing or regs) an opportunity to make up 20 minutes (fortunately enough to put us back on scheduled time at MTC15).

A sort of re-run in reverse of section to TC12 took us to TC16,

an easily cleanable section which gave Hugh the opportunity to make an absolute b*lls up of the hairpin left slot into TC16 much to amusement of Andy Manston. Neutral to NTC17 followed by another easily cleanable section to TC18.

TC18 to TC19 was very rough including a deeply rutted downhill section that was so out of character to the rest of the route that Hugh confessed he wouldn't have followed my instructions if we hadn't been in a convoy. Also managed a serious wrong slot on a road that wasn't on my map in my search for PC18 resulting in another dropped minute at TC19.

TC19 to TC20 and time for another where the h*ll are we moment. We were running with Mark & David following yet another series of tracks that looked quite complicated on the map but weren't. Ended up at a junction that looked like a cross roads but my map showed R@X immediate L@X. Took the R@X and decided it didn't feel right so turned round and opted for the L@X option. Next junction should have been L@T, turned out to be a triangle with a Q board on the completely opposite approach direction. Saw cars in the distance so headed that way, road began to match the map with the next PC approached around a large triangle. Close to a wrong approach without seeing a slot so turned round and followed roads and cars around a large loop that was almost certainly not the correct route but did bring us into the PC from the correct direction. This section had been designated a last minute Quiet Zone at signing on so I think a few NO boards may have helped any potential PR issues – as it was there were cars all over the place. 7 minutes dropped at TC20.

Neutral to NTC21 via two goes at Test 2. Didn't enjoy Test 2 as much as Test 1, basically less

than a mile around a farm yard and a couple of tracks with a couple of manned PCs and another manned lolly pop. Self-inflicted poor first run (my fault), and more baulking on the second run with no passing option.

Clean run to TC22, but not without its memorable moments First one, call was GW R@X onto yellow, however Hugh spots a STOP sign on the tank track on the other side of the yellow so straight across the yellow, nice GW at the STOP sign and off we trot up the tank track – after a polite discussion a neat 180 (tank track nice and wide) and back onto the yellow and the correct route. With the discussion still continuing from the right hand seat instructions from the left hand seat have to be made with a raised voice as we approach one of the most complicated NAMs imaginable via a RC into TC22.

Neutral to NTC23 followed by the final section to TC24 and another couple of moments. Start of the section went new track, GW L@T onto yellow, 200, TR onto white, 100, RC40, 100, PC30 TL onto new track, 500 TL onto new track, RC41, GW R@T back onto yellow. All was well through PC30 but there just wasn't a link across from the track to the yellow. Atmosphere in the car was a tad tasty as I think it went 180 back to PC30 for another run along the track, still no track, another 180 back and another 180 followed by

the creation of our own new track onto the yellow, back along the yellow to RC40 and another loop, very tasty now as we had another go along the track only to spot RC41 in the distance (not a million miles from our first 180 an absolute age earlier). Things were still a little frosty as we found a re-route through a field between RC45 and PC31 and the final straw was no PC31 where I said it should be (Hugh was not in the mood for a hunt the board) so we pressed on to TC24 to drop another 4 minutes.

On the run into the finish I wasn't too sure whether or not I'd enjoyed the event as I thought we'd both had a poor night. Over breakfast I perked up a bit as it became obvious that getting to the finish was a result in itself. Happy to end up 10th o/a after missing a couple of PCs (2 x 20m), must admit that I was so demoralised at half time that I didn't bother making a note of our penalties so a total of 65m looked about right.

The results were probably the only thing to let the event down. The reaction to questions at the driver briefing indicated that the event was moving onwards and upwards and the results confirmed that they still have one or two things to learn, I have a feeling that if it had been a round of one or the more competitive regional championships there might have been one or two repercussions.

I'm not a Blue Book expert but I thought once the results were declared final that was it. On a 12 car results have been known to change post event but I'm not so sure about a Nat B. When the detailed results came out there were one or two obvious anomalies. The biggest was that a non-finisher was listed as 6th o/a (mainly due to 'cleaning' the second half due to the results team not inputting any data). It took a forum post from the crew to rectify this and most crews moved up 1. We were only penalised for the one missed PC (PC9) with our missed PC31 going un-penalised. I have a feeling that this was due to the marshal signing against all the boards in his section and putting an 'X' against PC31 which the results team missed.

Overall a very unique event and one for next year's calendar. How did the other East Anglian crews do? Mark & David finished a character building 20th o/a after serious problems between TC19 & 20 caused them to run OTL through the final sections; Jonathan & Ian finished a very impressive 4th o/a and 1st Semi.

The breakfast was also very good as was the finish venue located in Devizes market place.



2013 Debden Targa Rally

Sunday 19th May

Organised by West Suffolk Motor Club

Contact Martin Newson or David Bell for more information

Myotis

Hairpin Left into TC16 - thanks to Andy Manston for the pics



Jonathan & Ian



Mark & David

Some made a better fist of it than others



.... looking good



.... OOPS!!

2013 Clubmans Championship

For 2013 the majority of the Championship qualifying rounds will be organised by other clubs and the calendar will be fairly fluid.

The qualifying rounds will be those in the 2013 Eastern Trials Challenge and 2013 Anglian AutoSOLO Challenge plus two or three events organised by SCCoN (Scatter and Production Car Autotests).

A list of qualifying events will be shown here and on the website.

Dates and organisers WILL change.

BEST 8 scores from any qualifying events to count towards the Championship

Round 1	Tuesday 1st January	Trial
Round 2	Sunday 20th January	Trial
Round 3	Sunday 10th February	Trial
Round 4	Sunday 24th February	Trial
Round 5	Sunday 17th March	AutoSOLO
Round 6	Sunday 24th March	Trial
Round 7	Sunday 28th April	AutoSOLO
Round 8	Sunday 12th May	Trial
Round 9	?	AutoSOLO
Round 10	Sunday 7th July	AutoSOLO
Round 11	Sunday 15th September	AutoSOLO
Round 12	Sunday 27th October	AutoSOLO

Round 2 was CANCELLED due to the weather

Round 6 was POSTPONED due to the weather and a new date will be arranged

Round 9 is still looking for a venue and a new date will be announced

Would anybody like to organise an evening Production Car Autotest (we should still be OK for Snetterton and / or Tibenham as a venue) or a Scatter

2013 Eastern Trials Challenge

Round	Date	Event	Organising Club
1	1 st January	Seckford Trial	Eastern Counties MC
2	20 th January	Harlton Trial	Cambridge CC
3	10 th February	Brickhill Trial	Falcon MC
4	24 th February	Holbecks Trial	West Suffolk MC
5	24 th March	Wattisfield Trial	West Suffolk MC
6	12 th 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 th March	Waterbeach Barracks	West Suffolk MC
2	28 th April	Carver Barracks	West Suffolk MC
3	9 th June	t b c	Sporting CC of Norfolk
4	7 th July	Carver Barracks	Eastern Counties MC
5	15 th September	t b c	Cambridge CC
6	27 th October	Carver Barracks	Eastern 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.

Debden AutoSOLO

thanks to Flickr for the pics





Miscellaneous



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 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, Aideburgh & Southwold	27/08/08	B2

Competitors: Licences (H)

Appendix 1: Charts and Diagrams

Chart 7: Competitors Minimum Ages

<i>Discipline</i>	<i>Driver</i>	<i>Navigator</i>	<i>Front Passenger</i>	<i>Rear Passenger</i>	<i>Remarks</i>
RACE					
Car Race	16				14 Junior Race Formulae only
Truck Race	21				21 min age on road
Kart Race L/C	16				210cc max to 17
Kart Race S/C	8				85cc gearbox from 13
Kart Tyro	11				
Kart Endurance	16				15hp per Kart
Kart Bambino	6				Special Conditions
RALLY					
Road Rally	17+RTA	12		2	2-4 in a Child Seat
Navigation Rally	17+RTA	12		2	2-4 in a Child Seat
Stage Rally	17+RTA	16			14 Junior Rally Championship only 14 Single Venue Navigator
TRIALS					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-4 in a Child Seat
Sporting Trial	16		14		
AUTOTEST					
Autotest	16				
PC Autotest	14		12		
CROSS COUNTRY					
Hill Rally	17+RTA	16			
Safari	17+RTA	16			
Cross Country Tyro	13		12	2	2-4 in a Child Seat
Cross Country Trial	17		14		Junior Trials from 8-17
SPEED					
Sprint and Hillclimb	16				
Minicross	14				
Autocross	16				14 Junior Autocross
Clubcross	14				
Rallycross	16				14 Junior Rallycross
Drag Race	16				Junior Dragsters from 8

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/201305.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

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