

# SCCCLN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2013



## Snetterton Production Car Autotest

### Events in August

Thursday  
15<sup>th</sup> August

Clubnight

White Horse Inn

Contact  
Howard Joynt

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**Andrew Lawson**

**Peter Riddle**

**Gordon Wellbelove**

## Downloads available:

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

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

## 2013 Anglian AutoSOLO Challenge Round 5

**Saturday 7<sup>th</sup> September**

**Alconbury Airfield (nr Huntingdon)  
organised by Cambridge Car Club**

# 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 **White Horse Inn** at Trowse

New venue – please join us at the White Horse Inn on **Thursday 15<sup>th</sup> August** for the next Natter & Noggin

## Diary Dates

Thursday 15<sup>th</sup> August  
Club night at the White Horse Inn, Trowse

Wednesday 4<sup>th</sup> September  
Management Meeting

**Sunday 7<sup>th</sup> September**  
**2013 AAC Round 5**  
**Alconbury AutoSOLO**  
**Cambridge Car Club**

Thursday 19<sup>th</sup> September  
Club night at the White Horse Inn, Trowse  
**Guest Speaker: Rob Henchoz**

**Friday 27<sup>th</sup> September**  
**12 Car Round 1**  
**P & H Novice**

Wednesday 2<sup>nd</sup> October  
Management Meeting

Thursday 17<sup>th</sup> October  
Club night at the White Horse Inn, Trowse

**Friday 25<sup>th</sup> October**  
**12 Car Round 2**  
**SCA Race and Rally**

**Sunday 27<sup>th</sup> October**  
**2013 AAC Round 6**  
**Debden AutoSOLO**  
**West Suffolk Motor Club**

## 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 7<sup>th</sup> September  
Alconbury AutoSOLO  
Alconbury Airfield  
(nr Huntingdon)  
Cambridge Car Club

Sunday 22<sup>nd</sup> September  
Mark Ellis Motorsport  
Woodbridge Stages

Friday 27<sup>th</sup> September  
12 Car Round 1  
P & H Novice

Sunday 20<sup>th</sup> October  
Lynn Charity Stages

Friday 25<sup>th</sup> October  
12 Car Round 2  
SCA Race and Rally

Sunday 27<sup>th</sup> October  
Debden AutoSOLO  
Carver Barracks  
(nr Saffron Walden)  
West Suffolk Motor Club

## Club Night

**Thursday**  
**19<sup>th</sup> September**

**White Horse Inn**  
**Trowse**

**Guest Speaker:**  
**Rob Henchoz**

**8 for 8:30**

[White Horse Inn, Trowse NR14 8ST](#)



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		
Thursday 16 <sup>th</sup> May	AGM		David Leckie
Saturday 18 <sup>th</sup> May	Race for Life		Christine Newson
Thursday 20 <sup>th</sup> June	Club night		
Sunday 23 <sup>rd</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Tuesday 16 <sup>th</sup> July	Snetterton PCA		David Bell
Thursday 18 <sup>th</sup> July	Club night		
Thursday 15 <sup>h</sup> August	Club night		
Thursday 19 <sup>th</sup> September	Club night		Guest Speaker: Rob Henchoz
Friday 27 <sup>th</sup> September	12 Car	12 Car	David & Katy Leckie
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	Jonathan Stimpson
Thursday 21 <sup>st</sup> November	Club night		
Friday 29 <sup>th</sup> November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 19 <sup>th</sup> December	Club night		

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

## Editorial Chair

Martin Newson

Summer is here and we are complaining about the weather saying it is too hot. So here we go with the Chairman's Report for August.

What have we been up to this month, well we have been very busy as normal now a days.

Christine, the SCCON marshalling team and I have helped to run two more events with the AMSC team (I will explain later) and Chelmsford Motor Club.

As always we seem to have nothing on motor-sport wise for a couple of weekends then we get two events on two weekends.

On the weekend of July 7<sup>th</sup> we set of early to help on the ECMC Auto-solo at Debden, and the sun was shining for a change.

There was a healthy entry of over 40 cars, all shapes and sizes in all the classes

We (the SCCON team) were looking after test one which crossed the runway a few times before disappearing around the corner towards the finish. All in all it must have been almost a mile long, the competitors did this 3 times each before lunch and then the tests were reversed for the afternoon runs.

We were on the road home at around 4.30 ish. It was a struggle to drive the van home as for the, first time ever I think I had hay fever in my eyes which were watering and stinging, I now know what it is like for some long time suffers.

The very next weekend we were at Wattisfield near Stanstead.

This Targa Rally was run by Chelmsford MC, it was the first time that any motor-sport event had taken place there in 15 years or so.

The last time we were there it was a very snowy winters' day for a rally, which was won by Stuart Delf and Richard Seed our club members. All I remember about it was being very cold, but that was then and now it was so hot we could do with some snow.

Christine and I helped to transport some of the stage furniture to the site on Saturday afternoon and the set up the tests ready for Sunday.

Another early start leaving the hotel at 6.30 (not the best hotel I have been to, ask and I will tell you where not to go) to be on site at 7.00 if we do not get lost on the way.

Christine helped with the signing on, while I helped Jim Bowie checking the test layouts and tweaking them as required.

The tests opened and started as per time table.

Christine moved to run a test start, while I was chasing around altering the tests, as every test was changed for each run. There were 15 different test layouts, and when added together around 15+ miles of driving which good value for your entry fee.

The venue is good for this sort of event, with gliders taking off every few minutes during the day when not watching the cars your eyes are pointed up to the skies watching the plots guiding these aircraft in the blue sky.

### WANTED

**Two sets of out of date three point harness seat belts, please contact me by phone or email.**

### EVENTS

I know these two events are some time away but I would like to book you early this time

**Sept 7th (Saturday) Autosolo / Autotest**

The next round of our series this event is at a new venue in the Cambridge Huntingdon area. I know it is a long drive but it should be worth it

**Sept 22nd Woodbridge Stages Rally**

For this one we have been asked to look after an area where there are changes to be made between stages as well as a split and merge.

We will need at least 10 of us to cover the area, Christine's kitchen will be on line with tea and coffee as required.

If you can help with these or other events please email me to let me know, yes or no.

Phone 01502 716280

Email [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

Martin Newson

**Club Night**

**Thursday 19<sup>th</sup> September**

**Guest Speaker: Rob Henchoz**



**Please join us for an evening hosted by Rob with a showing of the official DVD followed by an illustrated talk**

**White Horse Inn Trowse NR14 8ST**

**8 for an 8:30 start**



## East Anglian Classic

### HRCR Round 6

Yet another eventful outing for us on our local HRCR round.

The last HRCR I did with Jim was the Tour of Cheshire in March, and we finished the day with total brake failure on the last test at a stop astride that wasn't. Up to that point we'd had a good run being in the top ten, but this final test maximum dropped us to a mid-teens result.

I was looking forward to the EAC as we managed to get lowest penalties on the Regularities last year, and a change of venue to the Old Ram near Tivetshall on the A140. Jim was engaged with social activities on the Friday evening attending one of his grandson's birthday parties and the pull of jelly and ice cream was significantly above scrutineering and signing on so I took the MG, and all the necessary details, and successfully completed the formalities.

The weather on Saturday morning was not particularly pleasant with heavy rain showers, so it was a case of dashing back and fro from the car for route details and briefings. I thought it would be a good idea to check the calibration with Jim driving the route for any last minute tweaks to get a really accurate calibration as unless you can get within 1 or 2 seconds at each IRTC the chances of a top 5 result are very unlikely. As soon as we set off in the car the trip decided to stop working. It's had an intermittent fault for a little while now, but nothing appeared to be awry when checked out. After some fiddling about with wires and generally just getting wet we set off, but we came up with a completely different calibration figure that threw me into a complete wobbly with our due start time rapidly approaching, and I made a wrong decision by sticking

to this new number.

Not to worry as the event started with six tests, two runs at three layouts on Thorpe Abbots airfield where the 100th Bomber Group have a museum. These were great tests, fast and flowing but very slippery, and only one tiny mistake when Jim insisted on looping a cone twice instead of once – well he must give the others a chance ☐. The third (and 6th) test had some humongous potholes but Jim just ignores them with impunity taking them flat and we achieved some good top ten times. The trip meanwhile has behaved itself, but I have a nagging doubt about its accuracy, and the first Regularity follows.

The route generally zig-zagged back and to across 144 and 156 and a run-out to Palgrave just SW of Diss gives me time to prepare myself. The route was defined by various map features and took us clockwise via Shelfhanger and Gissing back onto 156 near Pulham Market with three speed changes. With a 20 second penalty at IRTC 1 it was clear the calibration was incorrect, but although we were early Peter Horsburgh and David Smalley were right up our chuff as they say, which added more confusion to our predicament. Later it transpired they had missed a loop near Wortham, but at the time it did not do my thought processes any good! Now re-calibrating the trip while navigating and trying to maintain average speeds is at the limit of my multi-tasking abilities and as Percy would say "above my pay grade" and my default mode becomes "brain dead" so we rely upon Jim's instincts to keep us at the correct speed and we drop a 4, 3 and a 5 at the remaining IRTCs. (Makes me wonder why I bother really). A short run back to the 100th Bomb Group Museum for Coffee and swapping of the inevitable stories so far allows a

little respite before the next tests.

Meanwhile I'm struggling with what to do with the trip?

Next up are two more tests which are a repeat of the first three in the opposite direction but this time all merged into one and consequently a tad quicker. Jim is always very quick through the slalom chicanes but on one of them we arrive sideways while we should be going in a straight line and I'm thinking "this is going to be interesting" when miraculously we enter the first two cones correctly with the engine dead and Jim reaching for the ignition key to re-start it. Amazingly, it fired instantly and we came out without loss of much momentum at all!

The second Regularity was defined with map references and went onto the map with little trouble and we are heading west again on 144. So the map reading is fine but the pesky calibration is really getting to me. Even when I have the actual mileage and our trip mileage when we get to the first ITC I just can't get my brain into gear and just guesstimate an adjustment. Of course while all this is going on in my head I miss a speed change so it's back to Jim's instincts. This one is soon over so it's off to the Lollipop Diner in Stanton for lunch. This is probably a fairly nice little café, but the staff could not organise the proverbial "p\*ss up in a brewery" and very soon nearly all the Competitors are queuing out the door for beef-burgers. Fortunately the wait gives me some time to chat to Ryan Pickering about my calibration maladies and he very quickly pointed in me the right direction to correct it. The solution was in the back of my brain all the time just could not access it. We just about get our burgers within the 55 minute allowance with time to kick the tyres, and collect the hand-outs for the next two Regularities

it's off to go again. With 3 or 4 miles to plot the route which is defined by spot heights and one map reference I get halfway through and cannot find the next SH so have to work backwards to sort out the route, so we park up for a couple of minutes and let some of the folks behind go first.

With the trip recalibrated yet again it appears to be much more accurate at IRTC C1 being only 4 seconds late and the mileage similar within 0.09 miles, not great but the closest so far. While I'm quietly patting myself on the back I notice a little extra wording on the hand-out, namely, "helpful hint for novice navvies (me): items in parenthesis are to be avoided". I hurriedly scratch a re-route on my map while missing a speed change so all the good work from the last IRTC goes out the window with a 24 second penalty at the

next one....aagh!!! The next two Controls have penalties of 5 and 6 so the new calibration is much closer, and in fact is the value obtained on the Friday evening.

Why did I not stick to my original value in the first place..aaagh again!!

Just a short hop to the next round of six tests (three run twice) on Metfield airfield and all seems to be going well. Again good flowing tests and we don't make any mistakes apart from the very last stop astride when we overshoot by about a metre and Jim calmly announces the brakes have disappeared....! A quick look around the car and the fault lies with the hydraulic brake light switch as something has come adrift within the plastic electrical insert and fluid sprays out when the brake pedal is depressed. Now

that's a new one on me! A later competitor does offer us a spare, but we soon realise we are running out of time so best bet is to retire on the spot. The drive back to The Ram was uneventful with only the handbrake, and then it was a run back to Norwich for Jim's trailer so he could retrieve the MG.

We were up to 11th when we retired with a 3rd fastest time on the 3rd Metfield test, but a difficult day for me and the car. We will try again next month on the Ross Traders in South Wales and hopefully the trip and car will not let us down again, while I need to do some swotting up on calibration tweaking and multi-tasking.

Ian & Jim  
30 June 2013

## Ross Traders

### HRCR Round 7

Jim and I suffered a severe misfire at the end of this event last year that was traced to some jets in the carburettor coming loose, so we were looking for a good result this year on what is traditionally a taxing event with plenty of tests and time consuming navigation.

This year's event was typical. It started near Speech House in the Forest of Dean, but was centred around four tests laid out within the grounds at Chepstow Race-course which were to be visited three times during the day. With formalities completed on Friday evening, Saturday morning started with the road-book issued at 7.00am. Then one and a third Regularity navigation hand-outs (Reg2 and part of Reg5) were issued an hour before departure, so plenty to keep me occupied

while Jim ferried cups of tea to me in the car.

Regularity 1 hand-out was provided as we left MC1 to tackle the first of the tests within the forest, a four minute caper along smooth forestry tracks with various obstacles to negotiate to keep the speeds down to a 30mph average – great fun, and all went well. I managed to get the route for the first Regularity onto the map during the waiting periods and the run to its start. A straight forward list of map features but a split in the road about 8 miles in gave me concern in trying to identify the shortest route – my little map wheel was not accurate enough to help here, but fortunately the organisers located an ITC at the split junction which provided the clue to the desired route. All was going quite well until the ITC4 when we appeared to be a minute

later than expected which threw me into a bit of a panic worrying about correct route and trip malfunction, but it turned out to be an errant clock. A little further along Jim suddenly pulls up after passing a gentleman walking a dog "I think there was a code board there". We reverse back to the guy who steps to one side and says "Is this what you are looking for?" – well done Jim spotting it behind his feet! The remainder of the 25.5 miles was uneventful and we were soon back to tackle the first test again in the opposite direction.

Next up was Reg 2 which was pre-plotted from the earlier hand-out. To begin this went well, but between ITC 2 and ITC3 something very strange occurred and we were 45 seconds late? At the time we could not understand why and looking back on the route

Ian Doble



and hand-out of speed changes I cannot see why this happened either. We began to have an inkling that the trip was playing up again. About a mile after leaving the Control I tell Jim we are already 30+ seconds late and his response is "I don't believe it". So with that we rely on Jim's instinct, which is usually very accurate. Unfortunately the next speed change is to be at exactly 3 miles after leaving the previous control, so I am now in a dilemma as to where this should occur, so I need to have some inspired instinctive guess work. This thought process coincides with a particularly tricky piece of navigation through a tiny village with lots of roads and I call a 200 metre wrong slot – would you believe it! I've already passed my theoretical speed change time so now it's all down to Jim to make up the time from the wrong slot as well as not believing the trip. Needless to say we get a 30 second lateness penalty at the next and final ITC and we think we've probably blown any chance of a good result, but never mind there is still a long way to go.

Now we are off to Chepstow for 5 tests within the premises. The first is a typical car park auto-test on tarmac followed by four on a mixture of gravel and tarmac "in-field" tracks that are very narrow with strict instructions to stay off the grass or there will be severe penalties – no pressure then. All goes well apart from a bit of shuffling to get round a very tight cone in one of them, and the car gets very hot in the stifling heat with everybody and everything covered in a thick layer of dust. There is no time to relax as we go straight into the third plot 'n' bash Regularity which starts at the exit of the facility.

This was simple enough being defined by grid lines to cross, and

only one speed change after 9 miles, but with only 100yds to a roundabout it was not quite a simple matter of just driving off. It all went fairly well, although as you would expect our times were a bit erratic as we had given up on the Brantz, so a short run back to Chepstow for lunch where results showed we were lying 9th which was a pleasant surprise.

The afternoon started with another four tests in Chepstow which appeared to go well even though the temperature gauge on the car was creeping around off the scale and causing a small degree of concern. Then off for another plot 'n' bash Regularity defined by coloured road junctions followed by a herringbone. The coloured junctions caused a bit of head scratching as it included a staggered BYBY or BYB BYB crossroads which after careful scrutiny could be ignored as the roads turned from yellow to white a little way along so were excluded from the navigation – crafty – and of course this coincided with speed changes for good measure.

While the herringbone excluded a healthy looking yellow which after careful examination actually became a dead end so again was there to catch out the unwary. The emphasis of the rally appeared to be changing now towards an even more navigational event with some very intricate route details, while the tests were remaining fast and flowing between some very tight cone slaloms to keep the pace in check.

Next it was back to Chepstow for our final visit around another four permutations of the tests that we again thoroughly enjoyed and which set us up for the last long Regularity back to the Ross on Wye finish. With the first 10 miles or so already plotted the

remainder was handed out at the start containing 24 hour clock-face approaches and departures from junctions, then 12 hours clock-face departures from grid squares and finally 12 hour clock-face approaches to junctions with odd map references for NAM diversions. The total length was 44 miles and it covered three maps; lovely? As if that was not enough there were 15 speed changes, the first three being within 2.7 miles. It was at this point I was glad the trip was off the menu. Plotting a route 20 or 30 miles in front of where you are, and on a different map, while maintaining the route is hard enough, but additionally trying to maintain accurate speed is definitely on the "limit of my pay grade" as Percy would say, but we did get round without missing any Controls, 14 of them, or code boards (several) and I was very pleased.

It had been a very taxing day and we were delighted to see that we were lying 4th at the end of the tests so took the opportunity to go back to the start to load the car onto the trailer while the final results were being calculated. Upon return we were still in 4th place after the final Regularity but when I started checking the results, about 10 minutes before the results were due to go final, I discovered we had been given a maximum for Test 13. Immediate enquiries found an error on our timecard – 54:59 had been written as 59:59 and I had not picked it up at the time, so my schoolboy error lost us a podium finish.

Never mind, a cracking day's sport, and we were all in one piece with just the trip to sort out once and for all, before we head to North Wales for the Vale of Clwyd in early September.

Jim & Ian  
July 2013.

## Huntsman Rally

Huntsman Rally  
Saturday 29<sup>th</sup> June  
Derbyshire

June saw Ian and I heading up to Derbyshire with an entry into the Huntsman rally held by Carlton and District MC. The format this year was slightly different as it was also to be a round of the Endurance Road Rally Championship summer challenge. Places were going to be tight and entries were up to 69 by the start. We had been seeded at 12 after some really good results in previous years on this event and we were running 3<sup>rd</sup> in class.

Having decided to drive up Friday evening because of the early start Saturday morning I arrived to find the trailer park locked so set up camp on the village green and got down to sleep in the back of my mobile home sized Volvo. Scrutineering came and went without any issues and our scheduled start time soon arrived leaving the golf club for the first test at 8.12.

Some of the tests from last year featured in the event which was helpful along with some new. Off to a good start and cleaned test one, car feeling good and setting a good pace. Second test and looking for right hand chicane through a wooded section it all arrived a little quicker than I expected and we gave the cone a slight nudge, this was minor compared to our next c\*\*k up, unmanned PC up the hill to the finish, missed the code board costing us a massive 5 minutes! Fortunately it seems many others fell foul here too. After much cursing we headed off to test 3, what was apparent is that there was very little grip in the shaded wet sections through the woods, no one was allowed to run aggressive tyres to try and stop

the surface getting cut up and my well used Colway's were not finding a lot of bite.

Tests 3 went much better, cleaned taking the shortest possible time. Much discussion about the missed code board followed. On the faster sections the car seemed to be going really well when starting and stopping and grip off the line was not so much of an issue. Test 4 saw us drop a handful of seconds and then 8<sup>th</sup> fastest through test 5 to STC 10 and 4<sup>th</sup> fastest through test 6.

Next came a succession of regularities, the first one timed to the minute, the second to the second and the third with a speed change in. As we set off on the first regularity I tried to maintain an average of 25mph whilst Ian did the plot and bash nav for the first section. Maintaining 25mph on tight Derbyshire lanes during the day meeting horses and all kinds of farm traffic was proving quite a challenge. Just missed our minute and picked up one on this. Next came the tough one timed to the second, almost immediately after a NAM triangle from the start we found ourselves behind a tractor and trailer full of straw. We knew we were dropping huge amounts of time unable to get past as we had the next two cars queued up behind us. Eventually the tractor turned off but with only 200yds to ITC19 we were 2.05 mins late in a timed to the second section. This unfortunately pretty much secured a poor result and was just bad luck as there was no way of getting this back now. Regularity 3 saw Ian get the navigation down very quickly and we had a good run around coping with the speed change well dropping no time at all.

Off to lunch and a break to let off steam then out for the afternoon

tests. It quickly became apparent we were not the only ones to get held up in the morning but we still felt our chances of a good result may have gone.

First test of the afternoon we were 3<sup>rd</sup> fastest to STC 30, we then cleaned tests 2, 3, 4 and 5 setting a really good pace. The ground was starting to dry out more now and the afternoon tests were faster and more flowing which we really enjoyed. Test 3 saw us dive for a hedge as a chicane had been knocked down in front of us by the car ahead. The only option was to drive over the pallets or through the hedge which I opted for fortunately only smashing the indicator and collecting some branches, till no time dropped though. Finally, 7<sup>th</sup> fastest through the last test to STC 40.

Overall we really enjoyed the event, the tests were good especially the longer afternoon ones and the regularities were challenging. What followed before the results came was quite a marathon of events. There were many many many queries about timing and errors in the recording. The club eventually admitted defeat and announced the results would go postal. Then after going provisional no less than 3 times as I write this on the 1<sup>st</sup> August we are still waiting for the final results promised this Friday. I do not think there will be any more changes as everyone has finally gone quiet and the current results place us at 24<sup>th</sup> OA and 4<sup>th</sup> in class. Well done to Mark Banham and Dave Smalley for pipping us by one at 23<sup>rd</sup>. A good event hindered by a terrible results service unfortunately, luck didn't quite go our way this time but we enjoyed it. Roll on the Mercian in September.



Jonathan & Ian

**The 2014 Touareg Trail Endurance Classic Rally Dakar Challenge**

Date: 20th Sept to 10th October 2014 ("All dates and details etc. as yet to be finalised")

Thru your magazine I would like to advertise for a Co Driver-Navigator-Mechanic for the above event, I have secured sufficient funds for the car + its modification, a 2CV (picture attached is for reference only but the car shown has competed on the event previously but is not the car we will be using) The successful applicant will be required to have sufficient funds available as his/her payment towards the entry and running costs approx £6500-£7500.

Previous rally experience would be an advantage ie, driving, navigation & mechanical ability but not essential. But this will be a hands on experience thru Morocco into the Sahara desert and south in to Africa approx. 3000+ miles.(full details and route etc. as yet to be confirmed). Any interested Nutters (sorry I mean Applicants) can contact me: Richard Adams, Tel :01953 881004 (answer machine if not at home).

Hopefully I can make this happen and would be pleased to keep the SCCON magazine posted on our progress during the preparation stage of car building and the rally itself.



For my part I have over 50 years experience in Building,Driving and Running Race Cars and Bikes.

Richard Adams

## Marshals Post

David Bell

*Upcoming club events – P & H Novice 12 Car, SCA Race & Rally 12 Car, Waveney Mushrooms 12 Car*

*Other clubs:*

*Alconbury Autosolo and Autotest on Sunday 7<sup>th</sup> September at Alconbury Airfield (nr Huntingdon) organised by Cambridge Car Club PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP*

*Mark Ellis Motorsport Woodbridge Stages on Sunday 22<sup>nd</sup> September at MOD Woodbridge organised by Chelmsford Motor Club PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP*

*Lynn Charity Stages on Sunday 20<sup>th</sup> October at Sculthorpe (near Fakenham) organised by King's Lynn & District Motor Club*

*Debden Autosolo and Autotest on Sunday 27<sup>th</sup> October at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP*

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

*There are also links to event sites that may be of interest to club members on the Upcoming Events page on the club website ([www.scon.co.uk/SCCoNCalendar.htm](http://www.scon.co.uk/SCCoNCalendar.htm))*

### 2013 / 2014 12 Car Championship

#### Provisional Calendar

Round	2013 / 2014 Date	Event	Organiser(s)
1	27 <sup>th</sup> September	P & H Novice	David & Katy Leckie
2	25 <sup>th</sup> October	SCA Race & Rally	Jonathan Stimpson
3	29 <sup>th</sup> November	Waveney Mushrooms	David Mann & Robert Aldous
4	31 <sup>st</sup> January	Canada Garage Motorsport	Mark & Lorraine Annison
5	28 <sup>th</sup> February	Your Ideal Shop	Howard Joynt & Bernie Fox
	14 <sup>th</sup> March	March Hare	
6	28 <sup>th</sup> March	Lyng Garage	Simon Tebbutt

## Road Rallying July Round Up

Another quiet month ....

**Kick Energy Rally of Derbyshire**  
**6<sup>th</sup> / 7<sup>th</sup> July**  
**Matlock Motor Club**  
**Map 119**  
**With Geoff in his Proton**  
**17<sup>th</sup> o/a**

New driver for this one, the event was originally scheduled for April but was snowed off (originally entered with Paul who couldn't make the new date giving me another opportunity to 'sit' around) – why Geoff - well he is one day older than me and lives in Slaithwaite (as I did 'many' years ago!) – obviously a partnership just waiting to happen.

Normal Matlock fare, very relaxed formalities and with the change of date the promise of a very warm (and potentially dusty) night. Pre-plot this year, personally prefer a bit of plot & bash to level the playing field – plenty of scope for improvement on distances and bend calling – still at the 'wiggly bits for a box' stage which is not really what a driver wants to hear! Running at 31 on a very warm night through the holiday cottages of the Peak District I was expecting a bit of grief from locals but Sam and Sasha had done a superb job with PR (twice) and any fears were unfounded.

The pre-plot came in 2 hand outs, first one at signing on listing black spots, quiet spots and NAMs which gets a skeleton route and the chance for a bit of pre-emptive map folding with the second following 1 hour before scheduled depart. Obviously still improving as I managed all but the run in to the finish in my 60 minutes (140 plots but mainly GWs).

As usual the event started with a run around Steve Perez's 'garden', how cool is it to have your own rally stage in your back garden. Boge time of 5:30 and our only

real dust problem of the night – started from the north and ran down to the house before looping back to the start and finishing on the drive. For some reason there was approx. 200 yards of zero visibility dust in the middle of the loop but clear everywhere else. Top boys cleaned it and we dropped 15 seconds.

The rest of the route used roads that I have been on before but one or two in a direction that was new. Basically ran in a clockwise loop from Chesterfield through Matlock, Wirksworth, Newhaven (petrol), Bakewell, Eyam, Baslow and back to Chesterfield (including another go at Chez Perez). The competitive stuff was made up of 12 sections timed to the second, the two tests and 3 sections timed to the minute. Most of the sections timed to the second included sections of white although the whites were in superb condition (well good for Derbyshire after a dry spell!), The sections timed to the second were Dryhurst Farm, Crich (no whites and scrubbed because of temporary traffic lights), The Bent (dropper for everyone), Middleton Top (dropper for everyone), Hill Top Farm (no whites but a dropper for nearly everyone thanks to a cunningly placed board where everyone was expecting to see a caution – good opportunity for a bit of reversing practice!), petrol, Hartington, Youlgreave Triangles (no whites but still a dropper for most), Gotham Moor (dropper for everyone), Elton (first time through the farm from the south and there is a serious yump in that direction coming into the farmyard), Dirtlow Farm, Black Harry and Beeley Moor / Cat Hole.

Not sure how Sam did the timing but it was spot on, for anyone following a particular thread on the BRF I think he must have got hold of an early 'Roger Hunt piece of string'. We had a good run round,

no major mistakes and no stupid minutes on the sections timed to a minute. Only real issue was on the second run round the test – for some reason that we couldn't see we were held at the merge for approx. 10 seconds as there was another car on the start line – when I'm marshalling the car already on the road gets priority but not in this case – so not only did we lose 10 seconds but then had half a lap of dust, Wouldn't normally rate a mention but we ended up 1 second behind the car in front in the final results. 13:18 saw us 17<sup>th</sup> o/a with the winners on 1:07.

Brilliant event; even more enjoyable for me as it was good to sit with a driver who actually waited until boards had been written down, makes a big difference to harmony in the office.

Should have been out on the Morecambe Rally at the end of July but unfortunately Morecambe Car Club seems to be going through some serious internal strife. Sadly not good news for a club trying to organise two major road rallies (Illuminations is the other), even more of a shame as the Morecambe had a fairly healthy entry (40 ish) when it was canned. The Clitheronian and Memorial; run on the ultra fast moorland yellows on map 97 but the Morecambe is usually made up of mostly Preston like tracks and has been a well put together event for the last couple of years. Now the next trip out is to Wales at the back end of August with Hugh.

September will be a busy month with the Countdown, Mercian, Clitheronian and two (possibly three) 12 cars on the calendar – have to try and earn some brownie points.



## 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

<b>Round 1</b>	<b>Tuesday 1<sup>st</sup> January</b>	<b>Trial</b>
<b>Round 2</b>	<b><del>Sunday 20<sup>th</sup> January</del></b>	<b><del>Trial</del></b>
<b>Round 3</b>	<b>Sunday 10<sup>th</sup> February</b>	<b>Trial</b>
<b>Round 4</b>	<b>Sunday 24<sup>th</sup> February</b>	<b>Trial</b>
<b>Round 5</b>	<b>Sunday 17<sup>th</sup> March</b>	<b>AutoSOLO</b>
<b>Round 6</b>	<b>Sunday 24<sup>th</sup> March</b>	<b>Trial</b>
<b>Round 7</b>	<b>Sunday 28<sup>th</sup> April</b>	<b>AutoSOLO</b>
<b>Round 8</b>	<b>Sunday 12<sup>th</sup> May</b>	<b>Trial</b>
<b>Round 9</b>	<b>?</b>	<b>AutoSOLO</b>
<b>Round 10</b>	<b>Sunday 7<sup>th</sup> July</b>	<b>AutoSOLO</b>
<b>Round 11</b>	<b>Tuesday 16<sup>th</sup> July</b>	<b>Autotest</b>
<b>Round 12</b>	<b>Saturday 7<sup>th</sup> September</b>	<b>AutoSOLO</b>
<b>Round 13</b>	<b>Sunday 27<sup>th</sup> October</b>	<b>AutoSOLO</b>

### LATEST NEWS

**Date change and new venue for the September AutoSOLO**

# Clubmans Series Round 11

## Production Car Autotest

Results:

#	Driver	Passenger	Class	Total	Class	o/a
7	John Peterson	Richard Leggett	A1	479	FTD	1
11	Jonathan Stimpson	David Daniels	A1	548	1	2
8	Rob Kitchen	Wayne Dent	A1	565	2	3
4	Mark Banham	David Smalley	A2	571	1	4
9	Wayne Dent	Rob Kitchen	A1	580	3	5
10	David Daniels	Jonathan Stimpson	A1	580	4	6
13	Andrew Lawson	Dale Lawson	A1	614	5	7
6	Rob Henchoz	Sophie Henchoz	A2	618	2	8
12	Dale Lawson	Andrew Lawson	A1	619	6	9
5	David Smalley	Mark Banham	A2	630	3	10
1	Richard Leggett	John Peterson	A2	635	4	11
3	Rob Philp	Geoff Bateman	A1	662	7	12
2	Geoff Bateman	Rob Philp	A1	674	8	13

And of course the stars of the day:

Set Up – Howard Joynt, Bernie Fox & John Peterson

Signing On – Fat Controller

Test 1 – Howard Joynt & Bernie Fox

Test 2 – Maggy Bateman & Mike Lambert

Test 3 – Bryan Tooke, Phil Webb, Rob & Sophie Henchoz

Results – Fat Controller

Clear Up – Everyone

Very pleasant evening sunny and warm

Always good to find a venue that offers 'real' toilets, a café, cones and medical cover – not to mention the high quality surface (bit too good as it turned out – could have done with a shower of rain)

Turned out to be a mini fest as tests that looked quite open on paper turned out to be anything but – SORRY

Hope everyone enjoyed themselves and a big thank you from the club for supporting the event

Also apologies to anyone who suffered from the A11 and / or the A47 road closures on the way home

## 2013 / 2014 Eastern Trials Challenge

Round	Date	Event	Organising Club
1	13 <sup>th</sup> October	Brick Hill	FMC
2	3 <sup>rd</sup> November	Kensworth	FMC
3	?	Cadders Hill	SCCoN
4	1 <sup>st</sup> December	Wattisfield	WSMC
5	1 <sup>st</sup> January	Seckford	ECMC
6	19 <sup>th</sup> January	Roger Holmes	CCC
7	9 <sup>th</sup> February	Brick Hill	FMC
8	23 <sup>rd</sup> February	Holbecks	WSMC
9	13 <sup>th</sup> March	Wattisfield	WSMC

**CCC** (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)  
**SCCoN** (Sporting Car Club of Norfolk) **WSMC** (west Suffolk Motor Club)

## 2013 Anglian AutoSOLO Challenge

Round	Date	Venue	Organising Club
1	17 <sup>th</sup> March	Waterbeach Barracks	WSMC
2	28 <sup>th</sup> April	Carver Barracks	WSMC
3	9 <sup>th</sup> June	t b e	SCCoN
4	7 <sup>th</sup> July	Carver Barracks	WCMC
5	7 <sup>th</sup> September	Alconbury Airfield	CCC
6	27 <sup>th</sup> October	Carver Barracks	WSMC

### LATEST NEWS

The event at Alconbury Airfield on Sunday 7<sup>th</sup> September will also include a Production Car Autotest.



## Miscellaneous



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	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	28/11/12	D3
143	Ely & Wisbech, Downham Market	17/11/08	D1
<b>144</b>	<b>Thetford &amp; Diss, Breckland &amp; Wymondham</b>	<b>28/03/13</b>	<b><u>B3</u></b>
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	12/01/12	<u>D2</u>
<b>156</b>	<b>Saxmundham, Aldeburgh &amp; Southwold</b>	<b>28/05/13</b>	<b>B3</b>

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## 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>
<b>RACE</b>					
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
<b>RALLY</b>					
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
<b>TRIALS</b>					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-4 in a Child Seat
Sporting Trial	16		14		
<b>AUTOTEST</b>					
Autotest	16				
PC Autotest	14		12		
<b>CROSS COUNTRY</b>					
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
<b>SPEED</b>					
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

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