

SCCCL

Spotlight

The Newsletter of the Sporting Car Club of Norfolk

November 2013



Bob Green / Brian Ffrench
1985 Nitelight Rally

Events in November

Thursday
21st November

Clubnight

White Horse Inn

Contact
Howard Joynt

Friday
29th November

Waveney Mushrooms
12 Car

Waveney Mushrooms, Flixton

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David Mann

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Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Inside this issue	
The Latest ...	3
2013 Calendar	4
Editorial	5-8
First Aid Course	9-10
Regis Rally	11
Rally of the Tests	12-14
P & H	15
Throckmorton Challenge	16-17
Phoenix	18
Marshals Post	19
Road Rallying	20-21
2013 / 2014 12 Car Championship	22
2013 Clubmans Challenge	23
2013 / 2014 Eastern Trials Challenge	24
2013 Anglian AutoSOLO Challenge	24
Miscellaneous	25+

Downloads available:

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

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

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

Christmas Buffet & Prize Giving

Thursday 19th December

White Horse Inn, Trowse

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

Please join us at the White Horse Inn on **Thursday 21st November** for the next Natter & Noggin

Diary Dates

Wednesday 6th November
Management Meeting

**Sunday 17th November
Car Trial
Lyng Garage**

**Sunday 17th November
Charity Car Show**

Thursday 21st November
Club night at the White Horse
Inn, Trowse

**Friday 29th November
12 Car Round 3
Waveney Mushrooms**

Wednesday 4th December
Management Meeting

**Thursday 19th December
Christmas Buffet & Prize
Giving at the White Horse Inn,
Trowse**

**Wednesday 1st January
New Year Treasure Hunt**

Wednesday 8th January
Management Meeting

Thursday 16th January
Club night at the White Horse
Inn, Trowse

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 10th November
M & H Photography Targa Rally
MOD Woodbridge
(nr Ipswich)
Chelmsford Motor Club

Sunday 17th November
Lyng Garage Car Trial

Sunday 17th November
Charity Car Show

Friday 29th November
12 Car Round 3
Waveney Mushrooms

Saturday 7th December /
Sunday 8th December
Preston Road Rally

Christmas Buffet & Prize Giving

**Thursday
19th December**

White Horse Inn

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



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	Club night		
Sunday 23 rd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Tuesday 16 th July	Snetterton Production Car Autotest	Clubmans	David Bell
Thursday 18 th July	Club night		
Thursday 15 ^h August	Club night		
Thursday 19 th September	Club night		Guest Speaker: Rob Henchoz
Friday 27 th September	12 Car	12 Car	David & Katy Leckie
Sunday 6 th October	First Aid Course		Martin Newson
Saturday 12 th October	East Anglian Motor Show		Bernie Fox
Thursday 17 th October	Club night		
Saturday 19th October	Annual Dinner Dance & Prize Giving		Lorraine Annison
Friday 25 th October	12 Car	12 Car	Jonathan Stimpson
Sunday 17 th November	Lyng Garage Car Trial	Clubmans	David Leckie
Sunday 17 th November	Charity Motor Show		Martin Newson
Thursday 21 st November	Club night		
Friday 29 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 19 th December	Christmas Buffet & Prize Giving		Martin Newson

www.scon.co.uk/SCCoN2013Calendar.htm

Waveney Mushrooms 12 Car

Friday 29th November

Round 3 of the 2013 / 2014 12 Car Championship

Regs published on Wednesday 6th November - Entries open on Wednesday 13th November

Editorial Chair

Martin Newson

Still Raving About Mull Chairman's Report November

Did you know you could get these newsletters in full colour!!

Well you can if you take it as an email and it saves your club loads of money.

AT THE END OF THIS WEEK WE ARE INVOLVED WITH TWO EVENTS AND WE NEED YOUR HELP ON BOTH SO PLEASE CHOOSE FROM ONE OF THESE.

17TH NOVEMBER CHARITY MOTOR SHOW AT SNETTERTON

A TEAM OF AROUND TWENTY FROM LOCAL CLUBS IS NEEDED TO WORK BEHIND THE PITS LOADING THE PAYING PUBLIC INTO THE CARS MAKING SURE SEAT BELTS AND HELMETS ARE CORRECTLY FITTED BEFORE THE CARS ARE ALLOWED ONTO THE TRACK.

I WILL ONLY BE ABLE TO ATTEND FIRST THING IN THE MORNING BUT KAREN SCOTT WILL LOOK AFTER YOU ON THE DAY.

17TH NOVEMBER CADDER'S HILL LYNG

DAVE LECKIE AND HIS TEAM WILL BE PRESENTING THE SCCON CAR TRIALS ON THE SLOPES OF THE SCRAMBLE COURSE AT LYNG.

THERE SHOULD BE 5 HILLS RUN AT LEAST 6 TIMES.

WE NEED YOUR MARSHALLING SKILLS (IF YOU HAVE NOT MARSHALLED ON A TRIAL BEFORE ANY TRAINING REQUIRED WILL BE GIVEN)

IF YOU CAN NOT MARSHAL WHY NOT HAVE A GO AT A TRIAL.

If you want to be part of either event please contact me, Martin,

Phone:
01502 716280

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Text only:
07786 397212

PLEASE GIVE UP A LITTLE TIME THIS WEEKEND IT SHOULD BE FUN.

The Christmas Buffet and Prize Giving

Due to cancelling the Dinner Dance we will now be having the 2012 / 2013 Awards at the White Horse Inn, Trowse.

There will be a buffet available and a raffle.

Please join us this year on the last Thursday before Christmas for this special event.

As I finished the last newsletter we had just got home from the Isle of Mull, having taken part in the Mull Rally.

I will now be boring you with a full account of the week's actives.

There is a bit from me and the reports after each leg of the event.

Mull 2013 Event Diary

We will start this diary for our adventure to the 2013 two weeks before the rally was due to start.

The build-up to the rally was not as good as it could have been as work pressure meant for a number of weeks I had been working away in Corby, of course this means that I could not do any work on the car or van while I am away.

Friday September 27th

The plan had been to take the car up to work, take the wheels off and have it on the axle stands. That failed as I did not get home from Corby until late, try again tomorrow.

Saturday September 28th

Car up to work wheels off onto axle stands and brake pads changed in no time really.

Next job was to make a new exhaust system removing the catalyst, this is one of the tasks I quite enjoying doing.

As I weighed up the job in hand I realised it would be easier to have some of the joints made for me by Alan Shrimpton of SCA fame.

Before shooting off to Norwich, I made a start on removing the

gearbox which is not a difficult job but it does take around one and half hours.

The visit to see Alan was very successful as he could flair the pipe ends of my exhaust as I needed making so much easier to weld together in the morning.

Sunday September 29th

I really would have liked to go to Snetterton this morning to see the vintage car racing and catch up with other club members. I was quite glad I did not go in the end as I was told by Phil (my son) that in practice there was a very serious accident.

As it was Sunday morning Adrian Sayers (thanks Adrian) was able to give me a hand finishing off ready for the rally.

I tack welded the exhaust while it was fitted to the car, I then had to remove it again and weld it together only then having to remount ready for use.

The job list just seemed to be getting longer. Here we go gearbox out change clutch as quick as we can.

I planned to fit some high power HID headlights so a debate on where to mount them then making plates to mount them on, everything fitted up we then went to fit the bulbs. Oops the wrong bulb type they would fit the dipped beam not the main, with no time to change them with the supplier we would have to leave as is for now.

Next was to bleed the brakes and test drive before putting it to bed and tidying up the workshop.

I knew we had some jobs left to do but as I thought I would be able to finish them during the following week.

Monday September 30th

It was not long before I found that I would only be in the unit working for one day before having to return to Corby.

This meant that my plans for working on the car in the evenings had just gone out of the window.

Tuesday, Wednesday and Thursday

Working in Corby meant that I was relying on Christine, Phil and Suzanne to get the van ready and sorting out the spares etc ready for us to go North on Saturday morning. There were lots of phone calls or texts backwards and forwards every time I think of something we needed to do or take with us.

The installation in Corby has gone quite well and we were waiting for another piece of kit to be sent over from Beccles. This meant that we could not finish off the job.

Needing to be home we sneaked away from Corby at lunchtime on Thursday and back to Beccles for three in the afternoon, Christine did not even know we were home.

After work I went home and picked up the van, straight down to the garage to fill up with diesel then onto the farm to pick-up the trailer.

By the time I got home Christine had realised I was home and was cooking tea.

While Christine was cooking I shot out to bed the brakes in on the

rally car which seemed to be running rough on tick over. Frantic phones to try to track down the problems, and an evening of checking the wiring etc under the bonnet. No real cure and no time to sort it before the weekend as it was back to Corby in the morning.

Friday October 4th.

Another day in Corby we were unable to get away until 5.00, this meant it would be a slow drive home because of the weekend traffic. When we did get home it was getting dark and I really wanted everything loaded and ready to go first thing in the morning but it was already looking as we would not be away until late in the morning.

Saturday October 5th.

We finally got away at around 11.00 on the road to Carlisle our over night stop before going onto Oban on the Scottish coast for the ferry to Mull.

The helpful staff at the Junction 44 Premier Inn allowed me to park the Van, trailer and rally car right outside the front door (thanks guys) which meant I would sleep easier knowing the car was being looked after all night.

Sunday October 6th.

We left the hotel at around 8.00 in the morning, after 400 yards we are on the motorway heading further north to Glasgow and beyond to catch the ferry to Mull from Oban, just 200 miles to go.

We arrived at the ferry terminal in good time, and were able to catch the earlier ferry (they are very relaxed about the ferry time table). It only takes around 45 minutes on the ferry between the mainland

and islands of Scotland, it is very picturesque.

When we arrive in Craignure we turn right and drive up the coast road (there are not many roads that are not on the coast) towards Tobermory on the longest stretch of two lane road on the island 10 miles of it, then onto the normal single lane with passing places road.

After unloading the rally car and van Christine and I wander down into town for our evening meal at Cafe Fish excellent as normal, and while there we book for Thursday night for the full team dinner.

Monday October 7th.

The day dawns a bit damp, it was raining quite hard really so on a whim I suggest we catch the ferry as foot passengers back to Oban for a day out in the town as we have never stopped to look before. It would appear we were not the only ones to do the daytrip; others seemed to go over to do the weekly shopping judging by the bulging bags on the home trip.

We had lunch in a little cafe in on of the side streets which was extremely cheap compared to some of the island food.

After a little more retail therapy we caught the next ferry back to the island.

Tuesday October 8th

Today we became tourists exploring the lanes and castles around the island, with the overcast weather the views were not great but it does give us a chance to drive some of the roads to be used on the rally.

Wednesday October 9th.

We drive all the way down the island to Finnport where if you like the rough sea can take your car and friends over to the island of Iona where there is an Abbey and small village. As Christine is not over keen on the rough sea bit we watch others leave on the ferry from the comfort of a cafe.

I did not realise just how far we had travelled down the island, it is around 60 miles from north to where we were in the south and of course again we have to pass through 4 stages to get back to Tobermory to meet up with Julian at the house.

Thursday October 10th

The rally build up begins with the reconnaissance, with Julian to my left reading the notes and Christine in the back making sure we are fed and watered throughout the day. Travelling from the north down the western coast to the south we are able to take in all the stages in two trips north to south. After dark we checked our notes on a couple of stages, then onto dinner at Cafe Fish with the team for this year of Andy Egger and Simon Wood, and we were joined by Richard and Pat Egger (Andy's mum and dad).

Friday October 11th.

The big day is here, the rally begins tonight for us at around 9.30.

Andy and Simon take the car through noise and scrutineering with no problems and with that done we sign on and go to the drivers briefing for all the event updates ready for the night stages.

By now the nerves have kicked in,

not really hungry not really knowing what to do for the best. The time does soon pass and it is time pull on the overalls and boots. We drive into the town centre to drive through the arch for the start. The first stage is around 12 miles away but finishes just a 1.5 miles from our rented house.

We complete the first stage with no problems, but a least 4 other had problems just small things like suspension ripped off or parked on the roof 20 yards off the road. Not the way to start 155 miles of closed road rallying. The second stage was really no better for some with a car on its roof blocking the stage and eventually causing it to be cancelled for us.

From here we drive around the long way to avoid accident, and onto regroup before service. Christine, Simon and Andy were waiting for us. Feed and watered we were on the road again to the south of the island for four more stages. The first two were around a village which is only 3miles long but covers around 6 pages of notes. It is here that the rally loses last year's winner Callum Duffy with an off.

So with four stages down and 15 to go we move north to stage five, we fly off the line the notes and Julian working well. One mile in the road goes 8-9 right and we do not. I am on the brakes fully locked up, if I had got of the brakes at any time we might not slipped off the road and into the marshy landscape beyond.

That is where we sat for the next 20 minutes or so until the stage is closed and the 4x4 comes along to pull us out on the end of the winch.

This is the first time in all the years of rallying that I have put the car off the road and been unable to recover it and carry on. So a 20 mile drive back to Craignure to meet up with Christine, Simon and Andy, a quick check over of the car. Everything looked OK so we would be able to restart under super rally rules on the next leg. Even though we did not do all of the first night stages it was still around 4am before we went to bed.

Saturday October 12th

I had a bit of a lie in getting up at around 8.30 to help the boys check over the car for the daylight stages, what I could not believe there really was no damage from our off. We had to have the car scrutineered before our restart.

We had quite a long drive south to run through two stages we should have done last night, we even went past the spot where we went off last night (and we did not repeat the accident). We had a

good clean run through these stages and the next 3, but as we left stage 12 the car would pull hard to the left, I told Julian that we could have a problem with the car.

There were no unusual noises from the car so I could not understand why we had a problem. A call to the service team to get them to move closer to us as we drove north again to Tobermory, we meet up with them just outside the town and quickly jacked up the car to try and find out what the problem was and if anything could be done to fix the problem. We could not see any external evidence of a problem.

We decided to move from the road side up to the house and rip the car to bits and solve the problem, well that was the idea. Andy and Simon pulled out the nearside driveshaft and when you looked at the end of the shaft it was badly worn where it diff had been turning and end of the shaft had not and on further examination you could

see the damage inside the diff. Game over for this year but I am told we will have to go back again in 2014 (the house is booked).

So after Christine had cooked our tea it was down to the pub to drown our sorrows and plan next time.

My problems were nothing compared to Dave Mann, this was his first rally in about two years.

Dave had managed to move into the top ten and was around three miles into the last stage which was over twenty three miles long, from what I understand Dave left the road on a right handed bend and went off the edge down towards the beach and sea. At this time the car was still on its wheels as with most of the beaches around the island is lined with large rocks they hit the rock line and the car ended up on its roof. Dave and his navigator were both ok which is more than could be said for the car.



First Aid Course

Peter Riddle & Maggy Bateman

A SUCCESSFUL FIRST AID COURSE FOR SCCON

We've all seen the warning signs "Motorsport is Dangerous", so it's only sensible to ensure that we have appropriate levels of First Aid cover at SCCON events. Hence, on 6th October, nine SCCON members attended a first aid course run by Ann and Tony Burchnall of Eastern Counties Motor Club.

I must admit that during the drive down to Burstall Village Hall (just west of Ipswich), I was thinking "surely we could have found somewhere nearer", but this hall built in 1910 is an architectural gem that was perfectly suited to the needs of the course, so it turned out to be an excellent choice of venue.

Ann Burchnall is a qualified nurse, so she conveyed most of the course content from first-hand experience. We learnt the fundamental principle of first ensuring the safety of the casualty and others at the scene, before checking any injured person(s) for consciousness and breathing. The use of dummies to practice resuscitation was of great help to me as, although I'd attended previous first aid courses, I hadn't realised how hard or how fast you have to press when applying chest compressions.

We were provided with excellent refreshments through the day and all participants took an exam at the end of the course. Everyone passed with flying colours so SCCON's honour was upheld.

I won't go into the details of everything that was covered, but I would say that if you get the opportunity to attend a course like this, I recommend you to grab the chance - it could save someone's life. This was brought home to me during my return journey, straight after the course.

As I drove up the A140, I was being overtaken by a lot of motor bikes, new and old, that were on their way back from the Copdock Motorcycle Show. Without exception they were being ridden well and very sensibly. But as I approached the B1527 Hempnall crossroads on the A140 (to the north of Long Stratton), I could see a motorbike lying on its side in the road. On reaching the scene of the accident I saw the rider lying alongside - on his back and immobile. I hadn't expected to need my newly acquired first aid training quite so soon!

I parked my car on the road towards Hapton, checked that the approaching traffic from both directions had stopped and crossed over towards the casualty. A lady in the front car from the Norwich direction was on her mobile phone and confirmed that she was dialling 999.

Two other people were standing around, seemingly not knowing what to do. The crucial moment for me was when I raised the rider's visor to check how he was. Fortunately he was conscious and confirmed that he could breathe OK, and had no neck, back or chest discomfort but that his right leg was extremely painful. One look confirmed that his lower right leg was broken as it was bent at a 30 degree angle and I told him he had what looked like a straightforward fracture, and to keep still. I reassured him that an ambulance was on its way and asked his name which was Andrew Vincent. "Shouldn't you be riding a Vincent?" I asked, (his damaged bike was a blue Yamaha XJR1300). "I wish, but they're a bit dear these days. My girlfriend will be really upset, she's a hospital radiographer, and this is my first accident in nearly forty years of riding". I told him my sister was a radiographer too.

Then another chap came up, who was a male nurse, and he took over looking after Andrew. The lady with the mobile phone gesticulated for me to come over to her car as she wanted answers to various questions from the emergency services telephone operator.

Is the casualty conscious? - "Yes"
Do you suspect any other injuries? - "No"
How old is he? - "In his fifties"
Is he in a place of danger? - "No"

What are his known injuries? - "A broken leg"
Has he got any bleeding? - "No"
Are there any other casualties? - "No"
Is there any fuel leakage from his bike? - "No"

I couldn't help feeling that these answers might put us lower down the priority list for an ambulance!

Two young lads had parked their car and were very competently directing the traffic on the A140, alternating the flow of vehicles, which kept the queues to a minimum and made it easier for the emergency services to reach the scene. Then by a stroke of luck, a St. John's Ambulance was passing and stopped to help. The crew gave Andrew some gas and air to ease the pain until the NHS ambulance arrived about 15-20 minutes after the accident.

What had happened was that Andrew was riding behind two cars heading northwards on the A140 that were both turning right towards Hempnall, and he intended to follow them. But an elderly gentleman in a silver Peugeot was coming out of the Hempnall road. He'd waited for the two cars to turn in front of him, but then he drove forwards and hit Andrew's previously immaculate Yamaha which, presumably he hadn't realised, was also turning right. He was one of the two people just standing and gawping when I'd first arrived.

At almost the same time that the NHS ambulance arrived, a fire engine and two police cars appeared.

The fire service took over directing the traffic, another fireman marked around the outline of the bike on the road surface and then (at the request of the NHS paramedics) I helped the fire brigade to move the bike away from the casualty. The Police were getting the names and details of all the parties involved and statements from the witnesses to the accident. Because I'd been too far away to see the impact, they thanked me for my help and said I could go.

It was very fortunate that Andrew wasn't more seriously injured, but this incident showed how you never know when First Aid training might be valuable. Even before I knew what Andrew's injuries were, I had the confidence to act quickly in the knowledge that I would take the correct action. A huge thank you to Ann for a very professional, enjoyable and (sooner than I'd expected) useful course.

Peter Riddle October 2013

On 6 October a hardy band of SCCoN members attended Burstall Village Hall to be taught by Anne Burchnell (ably assisted by Tony).

There was Bryan Tooke, Howard Joynt, Bernard Fox, Chris Edwards, Lynne and Gordon Wellbelove, Maggy and Geoff Bateman, and Peter Riddle, ready to learn, or refresh, some First Aid skills.

Tea, coffee and biscuits were provided all through the day, with soup, rolls and homemade cakes at lunchtime, so the catering was excellent too.

First we had to introduce ourselves, and our experiences, which were varying, so that Anne could get a feel for what we knew – she also explained her years of experience as a nurse, and as a trainer more recently.

We then had the basics of First Aid explained to us, via a slide show – and this may be useful to anyone – the DR ABC – Danger, Response, Airway, Breathing, Circulation. You must always ensure you are safe, because there is no point rushing in and putting yourself in danger, rather than helping the injured.

We then moved on to some practical exercises – there were two dummies to practice chest compressions and breathing on, one full size, and one baby – and most of us had a practice to make sure we were doing it correctly.

We also had scenarios to work on – including one like where someone is trapped in a car, where someone has glass embedded in their leg (that was Tony doing his acting!), where someone has sliced their finger open, and so on. We were split into three teams to do these, and all took turns at playing the patient, etc. These were very informative as once we had shown the other two groups, then a discussion took place as to whether we were correct or not, and was there anything else we could have done.

Interspersed with this were more slides (some a bit gruesome), and other question and answer sessions. We also were given a very good First Aid Handbook.

Anne also showed us (with Tony as the patient again) how to use a defibrillator, as these are starting to be more widely available at shopping centres, stations, etc.

We ended with a test – which we all passed, and then we went on our way, with grateful thanks to Anne and Tony, hopefully a little bit wiser that if anything was to go wrong we may be better able to cope – perhaps some more SCCoN people would like to follow in our footsteps.

Maggy Bateman October 2013

Rally of the Tests

The past 7 days...

- Monday 28 October
0830 the electricity (and therefore BroadBand) died
- Tuesday
Still no power
- Wednesday
 - Still no power, until 2pm when I found an email from Jeremy of the Classic Rally Association: Mike Kirk had pulled out of the Rally of the Tests (failed MoT excruciatingly)
 - Mike & I beat out a deal, and we accepted a place as Car #80: Amy & I now had to get ready.
 - OS Landranger mapset ordered from Dash4itMaps, for delivery at the hotel on Thursday (Chester rally start)
 - PV544 "GAS 685" onto the ramps for preparation
 - 165R15's removed, 175/70R15 knobbles fitted
 - Headlight H4 halogen bulbs replaced
 - Cibie Oscar aux lamps fitted
 - Front Mintex pads replaced
 - Anti roll bar removed entirely (expecting wet, mud and rough)
 - Front suspension greased, oil & filter replaced.
 - Electronic dizzie removed, standard "003" fitted
 - Brantz tripmeter removed, RetroTrip (electro-mechanical) fitted
 - Printed out all the handouts available, packed some 1960's clothes (straight out of my normal wardrobe oddly enough...)
 - Amy rattling through her half term homework
- Thursday
 - 0200: woke up, mind buzzing
 - 0300: at work, printed out 3 important invoices
Refitted the Brantz tripmeter having re-read the regulations that permitted it!
Went through some of the documentation
 - 0530: Amy roused from slumber, and we set off. A14 closed near the M6, 45' reroute required
 - 1130: arrive Chester, scrutineering, measured mile, documentation, room.
 - 14 maps arrived around 1530, Amy busily pre-plotting what we could
 - Prelude: a cracking Welsh start to the rally - we scrape into the first page (of 2) results, placed 18th after 1 test and 3 regularities.
- Friday
 - Back into Wales then across Cheshire to Stoke for the overnight.
 - Dropped a touch to 20th overall
- Saturday
 - North & East (I think), overnighing in Kendal - woke on Sunday to find we had a room overlooking the waterfront - beautiful.
 - Very wet (well, it is the Lake District), very dark night section, huge fun!
 - Good to see Mike Kirk at the dusk Test venue
 - 19th overall perhaps?
- Sunday
 - 5 regularites, including one private land on gravel - fabulous!

- Heap of tests, all of the best quality including Harewood in which we managed to have the PV drifting throughout and set several fastest class times: 1/2/1/1/1/2/3/2/1/1 - however James O'Mahony's 120 had retired on Thursday after bending the propshaft, otherwise you could have added +1 to those placings.
- Finish at Harrogate, a beer, off to the Turkish Baths for an hour, a beer then prizes.
The organisers gave Amy a huge trophy for her endeavours and age (16yo), I think we came 18th in the end, 5th in class.
- Delighted to have an RS2000 owner query my engine, since we apparently beat them several times during the rally. For those interested there's nothing "trick" or "illegal" to it...
 - Capacity is 1800cc, pistons +060 oversized
 - Lightened flywheel
 - Gas flowed head, twin valve springs for the 310deg camshaft
 - Standard dizzie installed, limiting the revs to a little over 6500rpm (we usually run our electronic 123, giving a clean 7000rpm)
 - Single Weber 45DCOE with airbox (fabulous, allowing us to hit the deep water at speed and not miss a beat)
 - Limited Slip Diff - this is the really "trick" item in honesty.
 - And I was driving well on Sunday, and Amy was spot on with the maps and diagrams - a good coincidence!
- Maintenance required on rally - nil, nothing. I only lifted the bonnet to switch the battery off.
- Monday
 - 0830: LHR tyre flat, an m6x25 bolt neatly embedded.
 - 0850: depart Harrogate
 - 1300: arr at Amazon Cars 1500miles clocked up, quick service, fit 165R15's, pressure wash - ready to go again.

In summary, Amy was spot on calling what we plotted, however we had both missed a few of the subtleties thrown in by the organiser hence 5 fails. Night navigation was our strength again, one of the benefits of regular 12 car rallies in the winter nights. For instance one of the later regularities was "don't cross the following river names": names is the critical factor, not the rivers themselves - seems obvious now I write it, but I only worked it out this afternoon.

The standard of Regularities was truly excellent and enjoyable, enthusiastic locals, wonderful roads, challenging conditions on Saturday night. The Tests were so good that all I can say is that 2 were disappointing (before dusk on Saturday), everything else was such a high standard that you wish the HRCR events could emulate them. Shon & Pam's Swynnerton venue was terrific in the dark, and fun in the day; Warcop was just wonderful in both night and the day, although there were not a few cars parked in ditches/bogs on the night section.

- The Volvos: overall (in class)
 - Rutherford's 122S 8 (2)
 - Goedegebuur 122S (3)
Post 1962 car/modifications, hence no overall placing, but immaculately turned out
 - McAllister's 122S 14 (3)
 - Henchoz' PV544 18 (5)
Emma & I managed 17th in 2009, with me suffering 'flu throughout.
 - Neville's 142 (5)
Post 62, no overall placing
 - Oatley's 544 20 (6)
Beautifully original, truly how it would have been seen competing when new, including (I think) the front drums

- Hanson's 123GT 27 (9)
- Green's 122S 29 (10)
- **Retired**
- Ganly's 122S
I don't know why, on Saturday I think
- Carnegie's 544
Beautifully presented, and looking at the Test times he beat us on a couple of occasions, I believe he slid off in Warcop.
- O'Mahony's 122S
Bent propshaft on Thursday
- Hockridge 122S
I didn't spot that he'd retired, we shall find out...

Our thanks to Mike Kirk for helping us, to Dash4it for getting us the maps, and to Jeremy and his crew for putting together our entry within less than 24hrs.

To give you an idea of the marshal's conditions, Saturday at one of the earlier night Test venues, the Start marshal was shivering so much he asked us to write the time in - it really was a filthy night. Thanks to all the Club enthusiasts that manned the controls

(borrowed from the Amazon Cars website)



Thanks to Phil at Pro-Rally Photography for the photo

Regis Rally

Regis Rally – HRCR #10

After the navigational maladies of the last event we were looking forward to some better luck on our final round of this year's championship. The weather was warm and clear and with only 36 starters and some of the main contenders on other events there was hope for a top ten position, but it was not to be.

A short descriptive Regularity started us off before the first four tests within the grounds of Goodwood estate with a link section "up the hill". These went fairly well for us with just a small nudge of a cone on one test that a sharp eyed marshal managed to spot.

The second Regularity was plot 'n bash with a hand-out three

minutes before our departure time. It consisted of three segments starting with a herringbone then spot heights and finally grid lines with various avoids and LWTs to factor in as well as a myriad of speed changes. We were muddling along, with me plotting and Jim doing the business on the speeds, when he announced we had "lost the brakes".....not again surely. Then after a few pumps they came back, so perhaps it was just a case of some trapped air as all the rear had been over-hauled the week before. Then as we arrived at the 4th ITC they went completely. My immediate reaction was another hydraulic pressure switch, and I had a spare in my bag, but it was not to be, and further investigation revealed the rear brake adjuster housing had fractured allowing the shoes to

move and the hydraulic piston to come out of its cylinder dumping all the brake fluid. We tried blanking the brake pipe and bleeding the brakes, but no joy, so our rally came to a very premature end.

Looking on the positive side the marshals at the control ferried us back to our tow car and trailer and we found a lovely village café for lunch on the way home allowing us to bask in the autumn sunshine before negotiating the A12, and dreaded A140, home as the A11 Barton Mills roundabout was shut.

Well that's it for this season.

Ian & Jim

Oct2013

New Year Treasure Hunt

Wednesday 1st January 2014

Organised by Ian & Gill Doble

Starting from Wymondham & finishing at the White Horse Inn, Trowse

Approximately 35 miles on maps 134 & 144

First car starts at 11:30 & finishes at 3:00

P & H

The opening round of the SCCoN winter 12 car rally series is upon us and Gill and I were geared up for marshalling until I had a 'phone call from John Petersen on Thursday evening asking if I would navigate as his regular man was busy at work. Thinking I needed some plotting practice after my c*ck up on the St. Wilf's I agreed with the proviso that the organising team had enough marshals, and there were.

We met up at Honing village hall and I was soon accommodated in the comparatively luxurious office in John's Peugeot 306 Gti – electric windows and more interior lights than a Christmas Tree, wonderful.

As this is primarily a novice event there was little else to do until out start time 8.02pm and it required significant discipline not to continually look over the shoulders of the folks plotting in the hall ☺.

Looking at the Timecard and envelopes the route is made up of mainly 5 and 6 mile sections which should give enough time to plot 'n bash while maintaining a reasonable pace and not drop much if any time. The sting in the tail being the last two sections which have only one hand-out so an unknown location for the penultimate control.

Eventually our time arrived and I

ripped open out TC1 hand-out and start to pencil in the route when this very quiet whisper came through the window “Nooooo” and “3, 2, 1, off you go”. I just had time to read the first line of the instruction and realise I started the tulips one junction too early.....thank you David – must read all the instructions.

Most of the night was uneventful except we were continually being “pushed” by Car3 who were on pre-plot navigation. After a couple of miles, and while I was still plotting, any slight hesitation at a junction would allow them through, so there was some juggling to do at the next control as we would be due to leave on the minute in front of them....if you see what I mean.

TC4-5 went across Hanworth Common and then used the very sharp hairpin left at the church in Bessingham. Warnings of not to cut were a blessing here as there was a very large concrete block on the apex of the junction just waiting to dent the navigator's door sill.

The section from TC7 to 8 was a herringbone which plotted easily but it caught us out as we later discovered we drove passed a code board in GS2526 that we did not see. When we arrived at the lay-by at 2822400 the expected control was missing, so I circled

our time as we were a minute early, signed in the box, and opened the next envelope. Apparently the marshals turned up in plenty of time for the remainder of the competitors, but any time penalties were scrubbed from the results.

The expected sting in the tail was just that with a string of grid lines to cross and “avoid MS” it was necessary to plot the section from both ends to work out the route in the middle so I spent most of the section time plotting and just managing to stay in front on the map. Luckily I spotted the milestone on the A149 in Dilham and went around the yellows to pick up the code board.

Once again thank you to Pat and Henry, we missed you Henry, for sponsoring the event for another year and to the organisers and marshals who came out to let us play. It was another good night's sport, but maybe one or two locals were upset by our passing as it is rather obvious when two cars are close together going relatively quickly that something anti-social is taking place. Let's hope it's pouring with rain for the nights of the remaining rounds in the series, except at the points where the marshals are that is..... ☺

Ian

Throckmorton Challenge

HISTORIC ROAD RALLYING
HERO/HRCR CLUBMANS
THROCKMORTON CHALLENGE
AT LAST

The second weekend of October I was loading on a trailer my newly repaired and painted, don't ask, 1966 875cc Hillman Imp for its second historic rally of the year. We were off to the old RAF Pershore on the outskirts of the village of Throckmorton, which was one of the dispersal airfields for the V bomber force. Pershore provides a big open airfield with lots of runways to play on. Son Chris was the chauffeur on this occasion his twin brother Steven having had the outing on the Three Castles rally in June.

The Throckmorton Challenge was the last round of HRCR National B, Clubman's Challenge and also a round of the HERO Cup. The event uses the same tests and regularity routes for both rallies, one you need to buy a competition licence for and the other you don't. There was all to play for in the HRCR drivers' championship, Cath Woodman having already won the navigators. There were 41 entries for the HRCR and 64 for HERO event, 99 actually started. The classes for the event are age related, not the crew, the car. The Imp was in the class for cars up to 1500cc built between 1 Jan 60 and 31 Dec 67. There were on this occasion only 5 cars in our class, but we were still giving away a lot of horses to the others in the class. Never mind we did finish 2nd last year by keeping it accurate both on the tests and regularities. We planned the same tactic again this year with Chris promising to actually stop astride on the tests, where required.

With Liz this year, after years of marshalling the tests on the airfield, was inside the main marque, which served as the Main Control and refreshment area for

the event. They were at one stage operating 3 controls from here and well done it was too. 8 AM saw first car away for the HRCR event and straight into 5 tests on the airfield. Unfortunately from a reporting angle the tests for me are just a blur except the gentle reminders to Chris to stop astride where required. He did manage that on the first few tests, more on that later. After the 5 tests there was a coffee break before going off site for the first regularity.

The normal, I am told, quite serious mind games among those in the HRCR event started during coffee. We contented ourselves with the thought we had got the tests right and knew others had not. You might find it refreshing to know that the mind games seem not to be played on the HERO event. Competitors exchanged results and did not tweak their results to put pressure on other competitors. That is not to say the friendly banter among the HERO event regulars was not occurring.

We left the confines of the airfield for a run out to the start of the Regularity A, there were 4 timing points and we had dropped 12 seconds, 10 of which were a case of force majeure having caught 2 competitor's, both who had clearly taken wrong routes as they should have been long gone being from the previous class. Fair play they pulled over, but we just cleared the second car 20 metres before a 'T' turn right and the TP was 50 metres after the junction.

Back to Pershore where we picked up the first set of results for the tests these showed we had collected 4 penalties the inevitable failure to stop astride on test 3, probably a slide through. However, we were second overall behind a Lotus Élan on zero and in front of a TR3 on 8. Another coffee and comfort break prior to the next 5 tests. On completion we were

straight into the start of Regularity B at the exit of the airfield. This was not a good one for me; I failed to carry lateness at one TP to the next. We collected 15 penalties.

Just a thought, why don't drivers listen? There were 5 TP's on this one and he was convinced the regularity had finished after 4.

Returning to Pershore for lunch I collected the results for Regularity A and the second round of tests. We had collected a cone penalty on test 8, I was not surprised, I mentioned to Chris that we had hit cone O, as you would expect he was adamant he had not! The results showed us in 3rd place with 20 penalties behind the Lotus Élan on 5 and a Porsche 911SC on 18. With the final 5 tests and 2 regularities to go it looks like we would have to be on our mettle to remain 3rd.

The normal banter between crews ensued over lunch; with the inevitable how come an 875cc Imp is doing so well. My normal reply would have been accuracy on the long and sometimes complicated tests. Having collected a stop astride and cone penalty I could hardly say that, so just smiled. It really does help knowing, how the class structure of penalties work on HERO and other similar events.

Just a cheese roll for lunch, I will say there was a lot to choose from at the hot and cold buffet. My preference is for something light; given my tendency to want a nice nap after a heavy lunch and why not. However, it was not a good idea with the afternoon tests and regularities to come. The afternoon is where most considered the rally would be won, not the morning results, but on what was to come. During lunch we learnt that Cath Woodman the HRCR champion navigator, 2013 had failed to hand in her time card at lunch, even the best make mistakes. This left her driver Matt Warren, who was in the running

for champion driver waiting for the finish of the event to see where his closest rival would finish.

Off into the final round of tests, which if the marshals at the last test finish were to be believed we managed to complete correctly. Apparently this test was scrubbed for the HRCR event, so much for top runners! Off out of Pershore again for Regularity C. Not a bad one collecting 2 early at the last control. Back again to Pershore this time no tests but, for the dreaded Regularity D which was held within the confines of the airfield. With this being private land the normal minimum of 2 miles between TP's does not apply. Plenty of scope for the organizers to vent their perverted sense of humours on us poor competitors. Just as we started we saw the HRCR crews finishing Regularity D, heads were shaking, road books being thrown in the back of the car, but our timing to start the HERO event did not leave time to find out what was going on, not that they would have told us anyway.

The nightmare started, we collected, 0, 6 L, 5 E, 12 L, at this point as we saw cars all over the

place, the timing went out the window to concentrate on accuracy. This gave us 8 E, 5 L, 2 L a total of 38 penalties for the Regularity. We had picked up more penalties in less than 5 miles than we had done all day with. 7 TP's in just less than 5 miles a real perverse sense of humour. We still had not got the official timing for Regularity C, or the final round of tests.

With our main competitors running at 86 and 100, we had some time to wait before they arrived at the finish control. It was not looking good for Graham and Sean in the Lotus they had picked up 300 penalties having wrong tested the last test. Having got zero on class improvement on the previous 14 tests. Then they had a nightmare in Regularity D, collecting 75 penalties having dropped 8, on the other three regularities. The Mike and Simon Baker were next in, not looking very happy either they had collected 102 penalties in D. It was looking good for us, but we had no idea what our final score would be, knowing our main competitors for the overall prize had picked up double our penalties on that dreaded airfield regularity we were content we

would be a minimum 3rd overall.

Then over supper the HRCR results were announced and the prizes awarded. Most of those competitors left to go on their way from whence they came, having done their days work. We continued to wait for our results, eventually and with no explanation for the delay we got the results around 1930ish nearly, 3 hours after we had finished. Never mind we were definitely still in with a shout to equal last year's result of 2nd. Chris, as all drivers seem to was in the huddle around the notice boards. He returned to our table and told me we had won, like last year I had difficulty taking it in. If you remember the title of this piece you might have wondered why at last was included. Well for me after 45 years of championship and class wins, combined with more top 10's finishes than you could shake a stick at, we were actually 1st overall, my first ever outright win beating Porkers, MGB's etc. all of course who had many more horses.

Happy days

Fred Winter



1997 Phoenix Rally - Mark Lindsell and Peter Riddle

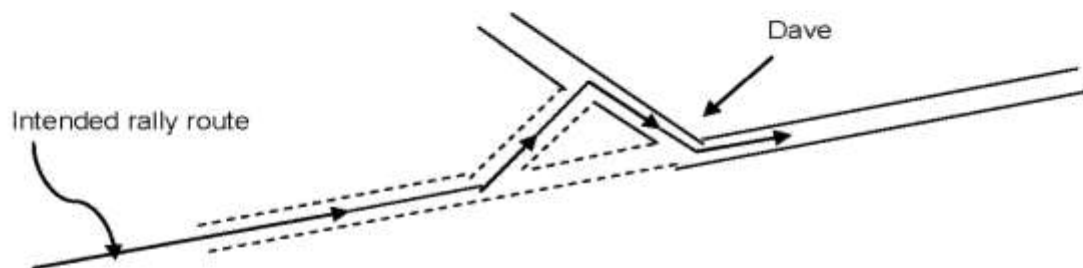
The September 2013 issue of Spotlight featured some photos taken during the SCCON-organised Phoenix Road Rally of 1997. Bob Green of Lowestoft saw that two of the pics were of his old Vauxhall Chevette registered Q256 EGV and asked whether anyone in the club knew anything about it.

I can fill in a few details: shortly before the event, Mark Lindsell of Lowestoft, who I hadn't previously met, contacted me and asked if I would navigate for him on the '97 Phoenix. He had a narrow-wheel-arch silver Chevette 2300 that had reputedly been prepared by Peter Maiden Cars, who specialised in that model. I agreed and we were allotted start number 20.

Everything went well initially and Mark seemed to be driving sensibly and quite briskly, but this wasn't to last. Quite early in the rally, we were heading south on the Fransham white (in the eastern half of grid square 9013 on map 132). Well before the brow I had called "T-junction, stop give-way, turn right", but Mark flew over the crest, couldn't stop, and was still going fast enough to leap over the low bank into the grassy field beyond. I said "keep it moving", worrying that we would get bogged down in the mud, and Mark proved skilful in maintaining forward momentum with minimal wheel-spin. Fortunately we found a way out of the field at its north-west corner and continued with little time lost.

I have a vague recollection that Mark had been competing in special stage rallies, but for road rallying he had a tendency to carry too much speed and we had two more incidents. One was quite similar to the first when we arrived at a medium right bend going much too quickly and he wisely steered straight ahead into another field (through a very convenient gap in the hedge) which avoided an accident. We reversed out of that one.

Later on, we were motoring along the fast but fairly rough white in grid square 7721 heading towards Great Massingham. I'd warned Mark that at the end of the white, we needed to turn right onto the yellow, but via an LWT (long way round triangle), so we were looking for a slot on the left. Mark shot straight past the slot and almost reached the marshal who turned out to be our own Dave Bell. We needed to reverse back and go the correct way round the triangle. It was arguable that we deserved a WD (wrong direction) as we had already entered the 50 metre control area incorrectly, but we knew what we'd done wrong, hadn't booked into the control from the wrong direction, and Dave gave us the benefit of the doubt.



Up to that point, our misdemeanors had been on the driving side of the car; now it was my turn. The Phoenix had a reputation for very difficult navigation set by Simon Tebbutt and it was about to catch me out. On one section shortly before petrol, I couldn't decipher the route instructions so we stopped while I worked it out. This took me several long minutes, and the engine started to overheat. I finally got a route plotted (only 90% sure it was right), and we set off again. But the engine temperature didn't come down again; maybe we'd got a coolant leak after our earlier bank jumping exploit. I said "It's your car, so it's your call whether to continue with the engine so hot". Anyway, we drove the route to the petrol halt using lower revs and stopped on the forecourt. With the bonnet up, I saw that the expansion tank was mounted below the cylinder head and I couldn't find a filling point at the highest point of the cooling system. We put in as much water as we could, but it all became a bit academic when the engine wouldn't re-start. Someone gave us a lift back to my house and I then drove Mark back to Lowestoft where one of his friends had a trailer to collect the Chevette. By then I was very tired and I recall nearly falling asleep as I drove back along the Acle straight.

I haven't heard from Mark since then. I hope he got the Chevette sorted out, and maybe completed some stage rallies in what was quite a potent little rally car.

Peter Riddle October 2013

Marshals Post

David Bell

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

Other clubs:

M & H Photography Targa Rally on Sunday 10th November at MOD Woodbridge (near Ipswich) organised by Chelmsford Motor Club PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP

Preston Road Rally on Saturday 7st December & Sunday 8th December based around Barton Mills organised by Chelmsford Motor Club

Rockingham Stages on Saturday 7th December & Sunday 8th December at Rockingham Circuit organised by Middlesex County Automobile Club & Thame Motorsport Club

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

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

2013 - 2014 AMSC Trials Challenge

Lyng Garage Car Trial

Sunday 17th November

Cadder's Hill, Lyng

Previous events in the Challenge have attracted entries of over 40 and with 5 simultaneous tests planned many marshals will be required

For anyone new to Trials the marshalling is quite straight forward, no timing element, all you do is observe, a very good introduction to marshalling at grass roots level

A variety of cars will attempt to drive up a hill through a series of gates, the further up you get the less you score with a clean hill giving a score of zero

Contact David Leckie on 01603 893294 if you can help

Road Rallying October Round Up

Quiet month

Jackson Trophy Road Rally

5th / 6th

Sheffield & Hallamshire Motor Club

Map 110

With Paul and his Proton

13th o/a

12 Car

25th

Maps 132 & 133

Alan and his Peugeot 106

2nd o/a

What was that one about rallying having its ups and downs; well all I can say is ...

AAAARRRRGGGGHHHH!!!!

... oh so close but sadly no cigar.

Jackson Trophy: Trip to South Yorkshire for a run around the moors to the west of Sheffield, always a well put together event over some very quick and deceptive roads. Starting and finishing at the Lafarge complex near Hope it was to prove another character building evening. The format of the event was to be the same as previous years with link sections handed out at signing on, first half plotting at MTC1 (with enough of a run out to get most of the route to petrol onto the map) and the second half handed out at petrol with ample time to plot the rest of the route. My preference is still plot & bash but I do like this event.

The route looped clockwise from Hope up to Holmfirth and back to Hope. We had no real problems in the first half and were pleasantly surprised to find ourselves 5th o/a at petrol on 2:57 with a buffer of over 1 minute to 6th. The roads were very fast but extremely slippery in places, car 1 had discovered how slippery as they executed a perfect straight on into

bank on a tricky downhill 60L / 60R just before TC7 (I have a feeling that the accident would have picked out whichever crew was running first on the road). With car 1 the only retirement our 5th was quite impressive (well it impressed me). Paul had been driving very well (competition brake pads helped) and we only had one moment worthy of mention. I have done several events on this map (mainly with Hugh) and without fail we have had a moment near Wigtwizzle (GS2595). This was to be no exception as we took a brow into 30R a tad enthusiastically and didn't quite land on the tarmac; bit of a tank slapper but all ended well.

Petrol and the final hand out. Got the route onto the map in plenty of time and I remember thinking, while plotting, that the last section wasn't going to use the usual white through the Nature Reserve in GS2984. Again we had a good second half with nothing to report (apart from getting lost on the run out from petrol and mis-plotting TC22). Well we had a good run until the last 500m, for reasons that I can't understand or explain even though I had worked out that the route was NOT going through the Nature Reserve I had managed to draw my pencil line along the through the Nature Reserve. So off we went through the Nature Reserve, warning bells were already tinkling as I was missing a board, then they clanged as we found Andy Manston's car blocking the exit to the white as he was photographing the crews following the correct route.

I could offer the excuse that a couple of controls (TC28 & 29) were missing and I was struggling to convince Paul that the section couldn't possibly be competitive, I only succeeded when we ran into

a 30 on the outskirts of Sheffield leaving me slightly frazzled at the start of the final section, but I won't as the damage had already been done!

Paul was very philosophical and supportive at the end of the event as we plummeted down the leader board. Saddo that I am I've worked out that we were lying 4th o/a at the start of the last section (still with a buffer of just over 1 minute to the next car), 4th would have been a stunning result for us on a pre-plot event.

As I mentioned at the start ...

AAAARRRRGGGGHHHH!!!!

Brilliant event, in my opinion the best so far this year. shame about the navigator, must try harder.

Timing deserves a mention, obviously used a well calibrated bit of retro string with the majority of the sections timed to a second causing the majority of the crews to drop odd seconds (plus a couple of dead sections to ensure everyone dropped time). One particular clock seemed to come out in sympathy with the competitors (TC3 and TC21) as it was running 1 minute slow, bit of a novelty at the end of a dropper!

SCA Race & Rally: Results should be listed elsewhere; this is the story from the left hand seat of car 2.

Section 1: Jonathan couldn't resist a smirk as we queued up waiting for our minute as he gleefully confirmed that the first route card was grid references – yummy yummy! Turn right out of the car park then 6 vias and one avoid. Fingers crossed, hopefully in order and junctions, well 1 out of 2 isn't too bad. Had the first couple by the first major junction but then spent the next 2 miles fretting as

my ham-fisted black spot for the avoid obliterated the correct road. Eventually got the correct route using the white over the A47 to the east of Wendling into TC2 (Rob & Bill), south of the A47, just about on our minute.

Section 2: Yellow lorry, green lorry, brown lorry junctions with an avoid and a Δ to help (or possibly hinder). The Δ plotted just before TC3 so went in the pending tray with the main focus after crossing the A47 given to the 7 YYY junctions to take us across Bushy Common. Fortunately the avoid made the route fairly obvious, although the long wait to get to code board 3 did start 'a code board would be nice' conversation. Happy to get into TC3 (Newson family & friends) west of Swanton Morley (just before the map change to 133) on our minute (just) after a very slow run up the B1110 behind a couple of natives.

Section 3: 5 coded spot heights and a Δ , but what was the code? Chris & David were parked up at the first junction so we parked up behind them. I should have known better, Jonathan has caught me out with this previously – bit of simple mathematics to calculate the spot heights BUT it took quite a while to work out that $116+2$ was actually $116\div 2$. We'd set off following Chris & David but fortunately I'd worked out the code by the first spot height as David missed the significance of the N in $N\ 336\div 7$. Longish wait at TC4 (Phil & Peter) south of Whitford Bridge.

Section 4: Straight forward straight line herringbone (read right to left). Onto the A47, then via Fransgreen Fm, Frans Green, Δ , Poetsbreck Fm to TC5 (David) west of Ringland, still just about on our minute. Fairly sure that we had followed the correct route but with only 9 boards on the card had we?

Section 5: Grid lines and $2 \times \Delta$. For some reason I struggled on this section, don't really know why, fortunately it was quite long leaving a bit of wiggle room. I had the route up to the 2nd Δ but I needed the location of the board to point me in the correct direction, once I had that then it all fell into place. The route headed westwards past the asparagus field, Easthaugh Hill, Primrose Green, Elsing, Mill Street, Old Hall Fm, Waterfall Fm to TC6 (Howard & Bernie) north of Swanton Morley airfield. We just made our minute here.

Section 6: 10 coded somethings to take us 5 miles, but what were the somethings? A sequence of the numbers 1, 2 and 3 were the instructions, but I was clueless as we parked up behind Chris & David at the first junction. As TC7 was quite a distance due west I wanted it to be coded grid square exits but couldn't get that to work. Eventually came up with TL for 1, SO for 2 & TR for 3 which seemed to work so off we went onto the B1145 heading towards Brisley. As we turned left opposite the Brisley Bell we were caught by Chris & David. I had already calculated that we were going to drop time at the control so followed my instructions and told Alan to pull over and let Chris past. We then followed Chris & David into TC7 (Josh & David) north west of East Bilney dropping our first minute.

Section 7: A poem described the route to TC8 via East Bilney, Willow Grange, Stanfield, the long fast and bumpy yellow past Wicken Fm (Peter & Phil were spotted lurking in a field near Tittleshall Hill), Cokesford Fm to TC8 (Mike) south of Tittleshall. We had a bit of a wait here and were surprised to find that we were now running first on the road as we'd left TC7 behind Chris & David and

hadn't past them on the road.

Section 8: Grid lines and spot heights to TC9 (Dave & Harry) almost back at the start via White House Fm, Manor Fm, Narrowgate Fm. Bit careful on this section as we've driven past a board on the fast yellow past Manor Fm on a previous event. No board this time but we did make a bit of a mess of the tight slot left after Punch Fm. Cooking on gas now as we had a little wait for our minute.

Section 9: I already had a feeling that the final section would be grid references as we'd been given a correction at the briefing and so it was, six of them in fact. There was only one way to go to the first one, they certainly weren't junctions but would they be in order – of course not! Probably my only quibble about the navigation was the fourth reference which required using the small yellow loop off the A47 in GS8911 (scene of a major boo-boo by me on the Lyng Garage a couple of years ago) – only went round it because the reference was in that general area, not because I'd plotted it on the YYY junction. Left in Little Fransham, Crane's Corner to TC10 (Newson family & friends) on the usual little white triangle south of Beeston (scene of my seriously embarrassing boo-boo on last year's event).

All that was left was a short run back to the pub for some refreshments and results. All very close, Dale & Liam clean with Alan and me taking 2nd on 1 minute from Gordon & George on furthest cleanest. 12 starters, 12 finishers, 6 crews with no fails covered by 10 minutes, what more can you ask for?



2013 / 2014 12 Car Championship

SCA Race & Rally

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
9	B	Dale Lawson / Liam Brett	-	-	1	
2	E	Alan Shrimpton / David Bell	-	1	2	1
12	B	Gordon Shipley / George Shipley	-	1	3	1
4	E	Robert Aldous / David Mann	-	6	2	2
5	E	John Peterson / Ian Graham	-	9	5	3
8	B	Andrew Lawson / Dan Wright	-	10	6	2
11	B	Geoff Bateman / Nick Dunkley	1	1	7	3
10	B	Tony Hewitt / Chloe Hewitt	1	2	8	4
6	N	Rob Henchoz / Amy Henchoz	1	3	9	1
1	E	Chris More / David Smalley	1	7	10	4
7	N	Pat Headland / Tony Headland	3	23	11	2
3	E	Ian Woodley / Damian Conway	4	29	12	5

Thanks to Jonathan for organising, Alan for sponsoring and all the marshals: Jonathan (Boards), Anon (Scrutineering), Jonathan & Christine (Signing On), Jonathan (TC1 & Results), Rob & ? (TC2 & Course Closer), Christine, Phil, Suzanne, Donna & Carl (TC3 & TC10), Phil & Peter (TC4), David (TC5), Howard & Bernie (TC6), Josh & David (TC7), Mike (TC8), Dave & Harry (TC9).

Following on from the P & H the 12 Car season moved onwards and upwards with another full entry (5 Beginners, 2 Novices and 5 Experts) gathering at the Ploughshare Inn in Beeston to see what Jonathan had on the menu. The route ran over familiar roads on the South East corner of 132 and South West corner of 133. When asked the question 'What would your ideal result be?' most organisers would reply 'one crew clean with the majority of other crews dropping odd minutes' and the icing on the cake would be 'a good mix of classes' – well what can I say? Dale & Liam finished on the top step with an impressive clean run. Gordon & George just missed out on the second step on furthest cleanest. Six crews with no fails covered by 10 minutes. The triangle within sight of TC3 accounted for 5 of the 11 fails with the loop just before crossing the A47 at North Tuddenham another 2. One of the features of the event was the minimalistic approach to code boards, only 19 in total, other organisers take note.

Thanks again to Alan for his continued support, the staff at the Ploughshare, all the marshals and competitors; hope to see you on the next event.



Reminder; anyone entering a 12 car as a Beginner MUST get a copy of the event map(s) to the organisers in time to give them a chance to mark them up (no later than the weekend before the event). It is impractical to expect an organiser to mark a map on the night of the event.

Map 156 is required for the next event (Waveney Mushrooms organised by David Mann & Robert Aldous).

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, 2013 Anglian AutoSOLO Challenge and 2013 - 2014 AMSC Trials Challenge (first 4 rounds) plus the SCCoN Production Car Autotest.

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	Tuesday 16th July	Autotest
Round 12	Saturday 7th September	AutoSOLO
Round 13	Sunday 13th October	Trial
Round 14	Sunday 27th October	AutoSOLO
Round 15	Sunday 3rd November	Trial
Round 16	Sunday 17th November	Trial
Round 17	Sunday 1st December	Trial

LATEST NEWS

Date confirmed for the SCCoN round of the 2013 - 2014 AMSC Trials Challenge to be held at Cadders Hill

2013 - 2014 AMSC Trials Challenge

Round	Date	Venue	Organising Club
1	20 th October	Ivinghoe	FMC
2	3 rd November	Kensworth	FMC
3	17 th November	Lyng	SCCoN
4	1 st December	Wattisfield	WSMC
5	1 st January	Seckford	ECMC
6	19 th January	Harlton	CCC
7	9 th February	Holbecks	WSMC
8	23 rd February	Wattisfield	WSMC
9	6 th April	Brick Hill	FMC

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

That's it for 2013, plans are in place for the 2014 AMSC AutoSOLO Challenge, watch this space.

Overall AutoSOLO Champion

Adrian White

Overall AutoTEST Champion

John Peterson

SCCoNies

2nd Class A1

David Leckie

6th Class A2

Geoff Bateman

1st Class D1

Martin Newson

Another successful year with 66 drivers scoring points in the AutoSOLO Challenge and 21 drivers scoring points in the AutoTEST Challenge

Thanks to everyone who contributed

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
144	Thetford & Diss, Breckland & Wymondham	28/03/13	<u>B3</u>
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	12/01/12	<u>D2</u>
156	Saxmundham, Aldeburgh & Southwold	28/05/13	B3

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A limited number of SCCON window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker
measuring 195mm x 80mm.

Please email Mike Smith at mikey.j.smith@btopenworld.com if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that if these prove popular I can get more printed, minimum print run is 10.

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

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Preparation

1. Condition recorded inc photos, and receipt issued
2. ID allocated, keys tagged
3. Tyre pressures increased to 50psi (reduce flat spotting)
4. Parked uncovered for 24hrs, windows lowered to air dry
5. Vehicle started and brakes used to remove flash rust
6. Moved to storage bay, and allowed to cool fully
7. Battery disconnected
8. Car cover fitted (supplied by owner)

**Christmas Buffet & Prize Giving**Thursday 19th December

White Horse Inn, Trowse NR14 8ST

Free Buffet

Mystery Raffle Prizes

Awards presentation to club members for achievements in the 2012 / 2013 Motor Sport Year

it could be **YOU**

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/201311.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/

Stuart Turner (RAC Rally winning navigator/BMC Competition Manager/Ford Motor Company Director of Motorsport) is coming to the Peterborough Motor Club, club night on the 9th December.

The event is being held at:

Elton Furze Golf Club, Bullock Road, Haddon, Peterborough PE7 3TT Tel: 01832 280189

The bar will be open from 19:00 with Stuart starting his presentation at 19:30. We are laying on bacon butties and fries during the interval which is included in the ticket price of £10.00 per person. We are limited to the total number of people the venue can accommodate so I would ask any of your members who may like to attend to email me directly so that I can make arrangements for tickets and payment.

Emails should go to: membership@peterboroughmotorclub.co.uk

Kind regards

Andrew Peacock



STUART TURNER

Champion navigator for the first two years of the British Rally Championship and winner of the 'Autosport Award' as BTRDA Gold Star navigator for 3 years.

Co-drove in factory cars for Austin Healey, Auto Union, MG, Mercedes, Saab and Triumph on major events like the Mille Miglia and the Monte Carlo, Alpine, Liege and Tulip rallies.

Won the 1960 RAC Rally with Erik Carlsson in a Saab.

Sports Editor of 'Motoring News' where created the MN Rally Championship.

Competitions Manager at BMC during the successful days of the Mini Cooper and Austin Healey 3000.

Publicity Manager at Castrol where began the club support programme of quizzes etc.

Competitions Manager at Ford of Britain when the Escort was supreme. Also ran the Advanced Vehicle Operations factory making Escort Mexicos and RS2000s.

Spell as Director of Public Affairs at Ford of Britain before moving back into motorsport as Director of Motorsport for Ford of Europe where introduced the RS200, Sierra Cosworth and Escort Cosworth before retiring.

Was a member of the MSA Council (the governing body of the sport in Britain) for 18 years and in 2009 was awarded the Prince Michael Award of Merit for services to motorsport.

Author of over 20 books on motorsport, business and public speaking, including a biography of Pat Moss Carlsson, *Harnessing Horsepower*. Has recently written a Haynes Manual. No, not on Minis or Escorts but on Retirement although he shows little signs of doing so as he is currently Chief Executive of the Motorsport Safety Fund, a charity producing films and publications to help keep the sport safe.

Winner of a Benedictine After Dinner Speaker of the Year Award.