

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2013

**Merry Christmas and a
Happy New Year to all our
Members**



**Christmas Natter & Noggin
at the White Horse Inn
free buffet
Thursday Dec 19th 8pm**

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Inside this issue	
The Latest ...	3
2013 Calendar	4
Editorial	5-9
A Trip to the Abu Dhabi Grand Prix 2013	10-12
Poacher turned Gamekeeper	13
RIP CS	14
Marshals Post	15
Road Rallying	16-20
2013 / 2014 12 Car Championship	21
2013 Clubmans Challenge	22
2013 / 2014 AMSC Trials Challenge	23
2014 AMSC AutoSOLO Challenge	23
Miscellaneous	24+

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

[New Year Treasure Hunt
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 19th December** for the next Natter & Noggin

Diary Dates

**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

**Guest Speakers:
Peter & Allison Cotes**

**Friday 31st January
12 Car Round 4
Canada Garage Motorsport**

Wednesday 5th February
Management Meeting

Thursday 20th February
Club night at the White Horse
Inn, Trowse

**Friday 28th February
12 Car Round 5
Your Ideal Shop**

**Friday 14th March
12 Car Challenge
March Hare**

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.

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

Sunday 12th January
MGJ Engineering Brands Hatch
Winter Stages

Friday 31st January
12 Car Round 4
Canada Garage Motorsport

Friday 28th February
12 Car Round 5
Your Ideal Shop

Friday 14th March
12 Car Challenge
March Hare

Friday 28th March
12 Car Round 6
Lyng Garage

**Canada
Garage
Motorsport
12 Car**

**Friday
31st January**

Map 133

[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.scccon.co.uk/SCCoN2013Calendar.htm

www.scccon.co.uk/SCCoN2014Calendar.htm

Thursday 16th January 2014

Guest Speakers: Peter & Allison Cotes

5th Peking to Paris Motor Challenge 2013

White Horse Inn, Trowse

Editorial Chair

Martin Newson

What Happened Next Chairman Report December 2013

Where are you going to be on Thursday 19th December, we are going to be at the White Horse at Trowse. The SCCoN Christmas Buffet and Prize Giving at around 8.00pm, we should all be in the upstairs function room.

All are welcome; make sure you come along to pick-up your awards for your efforts in the 2012 / 2013 season. There will be a number of raffle prizes on offer so remember to purchase your tickets.

Weekends, are they meant for relaxing and putting your feet up ready for work again the next week. Think I might have got it wrong as recently we have been flat out on the weekends and go to work on Monday for a rest.

Saturday 9th November

Down to Woodbridge to help set up the tests for the Chelmsford Targa Rally. They had a full entry with reserves and with a visit from a MSA observer we needed to make sure the test layouts were done in such a way they all ran without any hic-cups (no one getting lost on test).

I had moved from being a marshal to being test commander to looking after not one but two tests on the day.

It was the second of the tests which was the most interesting to

set out as some of you might know there is loads of buddleia growing in the joints of the old airfield concrete. Our second test was going to be completely a large area of the buddleia.

We had a map but there was no road to start it on, so we have would make one. Use of the spade and hedge cutting gear was called into play.

A few minutes later we had a route into the buddleia, next we found our way in and along of a bit and out again then in and out again covering around a 1.5 miles along the buddleia. When looking back onto the route you really could not see where you were meant to go.

As it was though everyone on the day seemed to get this one right.

Saturday 10th November

Christine and I had another early start as we had to be on site at around 7.30 am.

We meet up the others from SCCoN at signing on and arranged for the whole SCCoN team and friends to be on test one.

After a few checks around the test / stage we were ready to go.

A few of the drivers seemed to get lost on their first attempt of the first test but everything did settle down. Christine and Bryan Tooke were covering the finish control, which is very busy as some cars come into the control together but they did really cope very well, with only one clock malfunction.

It was up to Brian Hemmings and me to rush around between runs to change each of the tests to offer a new challenge every time out.

This was the pattern of things all day, there did seem to be a lot of mechanical breakdowns with cars normally going out with transmission problems. At the end of Christine's test they lost three cars because of this.

For the afternoon run we joined our two tests together to form one very long one of about three miles, we have done shorter tests than this on several stage rallies.

It was quite tight on timing as we only just finished the tests before dark, and everyone had to help clear up the 500 or so cones which were used on the day.

Everyone enjoyed the day, but I must be getting old as I was knackered by the time we got home.

Saturday 16th / Sunday 17th November

We were out again, this time I was meant to be in two places at the same time (a split personality).

The Car Trial at Lyng date was set in stone 4 months ago, plans being made!! Then we were contacted by the Snetterton Charity Motor Show team to do our bit behind the pits again.

Saturday morning David Leckie, Peter Riddle and I were walking the hills of the Motocross circuit at

Cadders Hill Lyng. David's plan, which I thought was quite ambitious, was to run 5 hills at the same time, after listening and looking at the areas we had to play with I was convinced it would work.

Saturday lunch time I made it to Snetterton to meet up with Shawn Taylor to help plan the next day, and when and where our team would be.

Then home to help Christine load the van with her catering food, drink and equipment to cook with. Sunday morning, I leave the house at 5.45 to get to Snetterton by 6.45 ish, where I meet up with the small SCCoN team and friends from Chelmsford MC.

With the pit ready to go, I leave to go to Lyng for the set up and running of the trial.

I arrive at the same time as David, Peter and Howard. They shoot of to set the tests I hang around and set up the van, gazebo, generator and tables.

By now Christine has unloaded the food etc and the urn is hot ready for the marshals and entrants to make tea and coffee as and when needed.

Christine sneaked out some BACON rolls for the marshals that looked hungry before the start.

David and his team kept the hills running well, allowing the marshals on each of the hills to make subtle changes to the tests

as required, to "A" keep each hill in good condition and "B" make them harder to clean.

David ran all five hills three times in the morning.

Christine was busy in the field kitchen and was ready for everyone to have hot soup and rolls for lunch, with loads of cakes to follow.

With the tests changed very slightly before the restart in the afternoon. The team had hoped to get three more runs in, but with it being a very overcast day it seemed to be getting dark. So it was decided to cut the last run and start to pack away everything before it got to dark to it.

The results are elsewhere in this newsletter, but it was good to see some novices doing well. Everyone seemed to enjoy a busy day. With everything tidied away and a visit to the farmer to thank him for the use of the field again it was time to go home, just as we left it started to rain for the first time today.

It seemed strange that about 6 of us just had to stop for a comfort break at the Bridge pub in Lenwade.

My thanks must go to everyone at Lyng, competitors and marshals alike. It was really good to see you all, thank you for all your efforts to make this trial a big success. David has had lots of good praise for a well organised event with the entries asking for next years date

already.

Friday 29th November

Somewhere in south Norfolk or North Suffolk well the Flixton area really. The crazy David Mann family organised the third round of the Twelve Car Series (and what a good job they did too)

For my sins I found myself driving Peter Riddle around in what was my first 12 car for over five years. I will say right now I was very pleased that Peter asked me to go out to play.

It was again a lovely night, and that always worries me as more of the public could be out and about instead of sitting in front of the fire watching I'm a Celebrity Get Me Out of Here, but I should have not been concerned.

David had picked some really good roads with very little traffic and houses around.

There will be full reports elsewhere, but we came sixth overall which to me was a fair result as we had made a few mistakes, but next time you never know.

By the way I am quite proud to say we did not really cause any damage to Christine's car or did we go over 60 mph or rev the car over 3000 rpm. So it does not need to be a road race.

Well done to David and his Family for putting on another good event, please do it all again in 2014, THANK YOU.

Now all that remains to say:

Have a Very Merry Christmas and a Happy New Year.

I hope we see you out on our events and others in 2014, and we wish you every success in whatever you chose to do.



(is this a picture of a certain Mr Joynt or is it a picture of Mr Santa Claus please let me know if your see him)

A farmer drove to a neighbour's farmhouse and knocked at the door.

A boy, about 9, opened the door. "Is your dad or mum home?" said the farmer.

"No, they went to Canterbury" said the boy.

"How about your brother, Howard? Is he here?" asked the farmer.

"No, he went with Mum and Dad" the boy answered.

The farmer stood there for a few minutes, shifting from one foot to the other, and mumbling to himself.

"I know where all the tools are, if you want to borrow one, or I can give Dad a message" said the boy.

"Well," said the farmer uncomfortably, "I really wanted to talk to your Dad. It's about your brother Howard getting my daughter Suzy pregnant".

The boy thought for a moment...

"You would have to talk to Dad about that. I know he charges £500 for the bull and £50 for the pig, but I don't know how much he charges for Howard."

STOP PRESS

**CONGRATULATIONS TO
MARK BANHAM & JONATHAN STIMPSON
ON A FANTASTIC 2nd OVERALL ON THE PRESTON**



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**



March Hare 12 Car

14th March 2014

6 crews from SCCoN v 6 crews from KLDMC

Starting and finishing near Fakenham

100+ miles on Map 132

If you would like to represent the club please contact team captain Andrew Lawson

If you would like to marshal please contact David Bell



New Year Treasure Hunt

Wednesday 1st January 2014

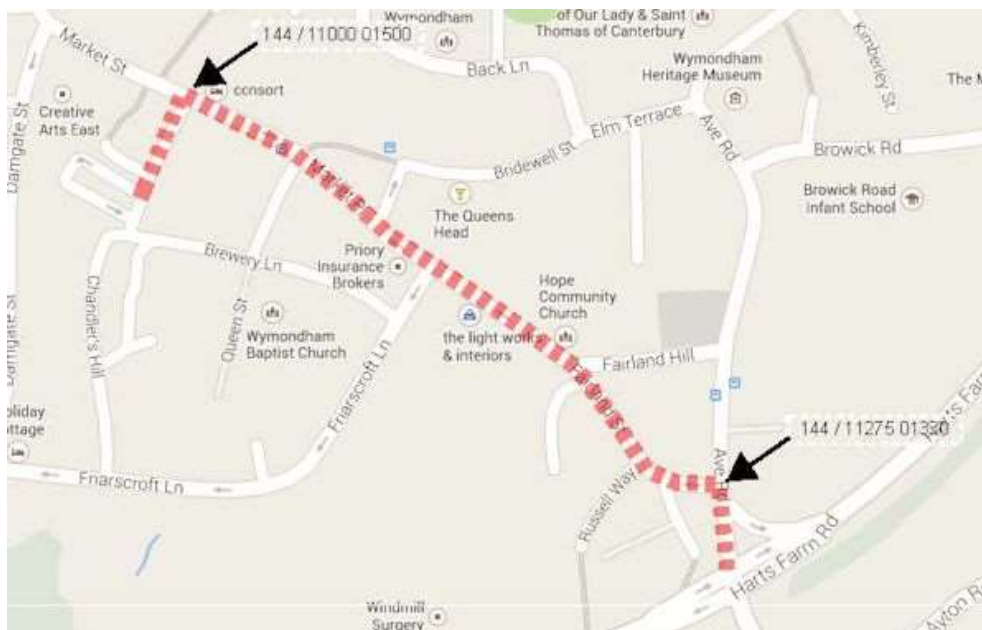
Organised by Ian & Gill Doble

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

**Regs & Entry Form available on the website
(contact David Bell on 01603 720871 for a paper copy)**



Start at Wymondham Car Park: enter through the archway at 144 / 110 015

A TRIP TO THE ABU DHABI GRAND PRIX 2013

Peter Riddle

I woke up and opened the curtains. Looking down from the 42nd floor, I saw a landscape unlike any I'd seen before because there were only two colours! The sky and the various inlets of the Arabian Gulf (or Persian Gulf) were almost the same shade of bright blue, while everything else was a light sandy colour like Cromer beach on a sunny day. I'd just arrived at the start of a trip to Abu Dhabi to watch the Grand Prix with my son Mike and his wife Jenny who moved to the United Arab Emirates in April. This was a great opportunity to see one of the glitziest GP races with free accommodation and taxi service!



Abu Dhabi, has a population of 920,000 and is said to be the richest city in the world. It has been constructed almost entirely since 1962 when the first oil exports began, and it's still expanding fast. The natural islands of Abu Dhabi are being extended by reclaiming large tracts of land to create more islands and to add inlets, coves, bays and marinas along the coastline.

It's all on a huge scale and the development process in the UAE is to prepare the land, install the services, complete the road networks and only then to erect the buildings, many of which are very impressive high-rise blocks. You get the feeling that the architects are vying to create the most distinctive or the most recognisable building in the area, and some are clearly pastiches of well known buildings elsewhere in the world. In Dubai for example, one is a close replica of the iconic Chrysler building in New York and another looks like a giant Big Ben clock tower! And, at 2717 feet tall (828m), the Burj Khalifa is the tallest building in the world.

Nowhere on Abu Dhabi island is more than 14m above sea level, so if you think Norfolk is flat, take a trip to the UAE and think again. Most roads have negligible gradients except for a few gentle slopes onto bridges and into underpasses. And they're wide too; the main highway to Dubai varies between six and eight lanes in width and the Sheikh Zayed bridge as you leave Abu Dhabi has four very wide lanes plus two hard shoulders in each direction.

Wide roads are well suited to the vehicle population of the UAE, which includes a high proportion of 4x4 Sport Utility Vehicles, many of which would dwarf a Range Rover. I don't remember seeing any diesels but I did see quite a few Ferraris and more Ford Mustangs and Chevy Camaros than I've previously seen in my whole life. This comes as less of a surprise when I tell you that the UEA has almost the cheapest petrol price in the world at 1.80 Dirhams (= 31p) per litre. Mike can fill his VW Golf's fuel tank for under £18 including a tip for the attended service. Well, when it's 40°C outside, you don't want to get out of your air conditioned car, do you?

If you're a classic car enthusiast, it's virtually impossible to get an Abu Dhabi registration for any car over 15 years old, though Mike did see one air cooled Porsche 911 (the 993 model) with a much newer licence plate than its real year of manufacture.

Mike and Jenny's flat is in a 65 storey tower block on Al Reem, a natural island, about 500m away from Abu Dhabi's main island and reached via one of four road bridges. Fortunately the lifts are programmed separately for 'floors up to level 36' and for 'level 37 and higher'. So their lift rarely stops at an intermediate floor on the way up to Level 42 (easy to remember if you were into 1980's pop music). The lift only took about 30 seconds to ascend whereas the stairs (that I didn't use) would take rather longer!

We had Grand Prix tickets for both Saturday qualifying and the race on Sunday and I wasn't sure what to wear because it was going to be very warm, and I didn't want to risk getting sunburned. I needn't have worried because every stand in the circuit is covered and the proximity to the large expanse of the Arabian Gulf makes the atmosphere quite hazy, so the sunshine wasn't as strong as I've experienced in South Germany and the climate was superb at about 30 degrees C.

The Grand Prix circuit is on Yas Island, an entirely man-made island of twenty five square kilometres, only a 45 minute drive away from Al Reem. The car park was a big surprise as it was divided into many quite small areas separated by masses of green vegetation and palm trees - much more than you see elsewhere in Abu Dhabi. The task to plant and irrigate all this greenery must have been immense, but you get the impression that for prestige projects, money is no object. This free car park was about three miles away from the Yas Marina circuit and a superb free shuttle bus service was provided.

Mike had watched the previous year's race on video and he'd bought our tickets for the South Grandstand at the end of the second DRS zone where we could see turns 11 to 14. It was a prime spot for overtaking moves during the race. Our first opportunity to see F1 cars was the third and final practice session. This was when I realised just how little the F1 authorities care about their paying spectators nowadays because it is extremely difficult to correctly identify the two different drivers in each team (it's far easier when you're watching the television coverage). The first problem is that the numbers on the cars are very small and most don't have enough difference in shade between the numbers and their background colours and this hasn't been a viable method of identification for many years. The next problem is that most of the drivers' helmet colour schemes are now quite complex without a large area of a predominant colour that is distinct from their team-mate's. Hence they have become much harder to identify. And the drivers are allowed to change their helmet designs between races, so the ones shown in the event programme were incorrect! I found that the most reliable method was to look at the black T-shaped cameras mounted on top of the roll hoops behind the drivers' heads. The number two drivers' cars have rectangular fluorescent yellow stickers on the black cameras, but the cars need to be quite close to you before this method works. In the Mercedes cars it was helpful that Nico Rosberg had yellow driving gloves versus Lewis Hamilton's black ones and a big thank you to the Lotus F1 Team, whose cars had either 'Kimi' or 'Romain' on each side of the engine intake air duct making them far easier to distinguish than any of the other cars.

Then we had a 22-lap Porsche Supercup race in which the first dozen were reasonably well driven. For the rest of the 26-car field, the less said the better. I have never seen so many drivers out-braking themselves when not even being challenged, unnecessarily crashing over kerbs, bashing into each other and taking short cuts lap after lap. That said, the Dane Nicki Thiim took the lead two laps from the end and he was a worthy winner in his blue Porsche 991-type GT3 Cup racer. We didn't bother to watch the second Supercup race on F1 race day.

In the grandstand, I was sitting next to a British girl called Karen who was there with her Dad. She used her smart phone to identify some of the luxury motor yachts in the Yas Marina that were moored stern-on to the circuit, thus getting a superb view of the Grand Prix from their rear decks. The largest, "Moonlight

II", was an 85m (285 foot) craft with a range of 7000 nautical miles. Its crew of 36 serve up to 36 guests from the temperature and humidity controlled on-board stock of over 500 vintage wines. If you and thirty five friends want to hire this super-yacht, (get ready to wince) it will cost from half a million U.S. dollars per week! For the weeks of the Cannes Film Festival or the Monaco GP it will be rather more.

F1 qualifying was interesting, and it was good to get the sound and smell of the cars being driven at their absolute limit. We saw Lewis Hamilton spin out at turn 14 on his final 'fast lap' when his rear suspension failed and we were really pleased that Mark Webber beat Sebastian Vettel to secure pole position for the race.

After qualifying we watched a GP3 race in which Carlos Sainz Jnr. was excluded for "causing a dangerous collision" on the run towards turn 11, right in front of us. This race was won by Daniil Kvyat who will be racing for Toro Rosso in Formula One next year. Then we stayed at the circuit for an enjoyable two hour Muse concert exclusively for GP ticket holders. The music was good, but it was so loud that I put my ear defenders back in.



Sebastian Vettel on his way to winning the 2013 Abu Dhabi Grand Prix

We were back at the circuit on Sunday and before the race there was a slow fly-past by a single Etihad Airways A340-600 Airbus - it was painted in red and black F1 livery.

On the left side of the photo above, you can see that the large screens at the Yas Marina Circuit are very much smaller than those at Silverstone. This was regrettable and meant that, although we could watch the pit-stops and on-track incidents at other parts of the track, we couldn't read any of the text, so it wasn't easy to keep track of the progress of the race.

We wanted Mark Webber to achieve another win before retiring from Formula One at the end of the season, so we were disappointed that Sebastian Vettel managed to pass him on the opening lap. Nevertheless, you couldn't fail to be impressed by Vettel's unerring consistency, taking identical lines with not too much kerb, lap after lap after lap. This demonstration wasn't matched by any other driver and Sebastian went on to a fully-deserved win by over 30 seconds from Webber. We saw a lot of overtaking and Pastor Maldonado, having launched his Williams over the kerb and onto the run-off area, inexplicably returned to the track by crunching over the kerb again, rather than rejoining further on after the end of the kerbing.

It was a great experience, but for next year I think I'll be back to watching the race on TV.

Peter Riddle, November 2013

Poacher turned Gamekeeper

Here are a few thoughts for folks to contemplate until next season's SCCoN 12 Championship.

It will not have escaped most folks that Norfolk has become significantly more populated over the last 30 years or so. This has several affects, but the one that I think is most noticeable is everyone's apparent lack of tolerance. I for one have much less patience and tolerance for other folks and I'm convinced it's all to do with over-crowding. All you need to do is visit a less densely populated county, like Northumberland and folks are more polite and have time for a smile.

Now what has this little observation got to do with SCCoN 12 cars you might ask. Well I have become increasingly aware that our evening activities are considered more and more anti-social if the amount of comments we receive after events is anything to go by. For the first time recently we have been contacted by Norfolk Constabulary following an event receiving numerous complaints and we have been subject to close observation. I know that for the last 40 years or so the sceptics have all been saying the road rallying as we would like to enjoy it was on a limited lifespan. The demise of the Motoring News road races being the beginning of the nails in our road rallying coffin. Reading "Percy's" reports of his road rallying activities does show that our sport does still run in a much modified form and appears not to draw too many negative comments from locals. Unlike our 12 cars these are all fully PR'ed hopefully, so residents along the route know what will be going on and when. The only folks likely to complain are those people in holiday cottages or who decide to occupy their second homes on said night.

With this back-ground information I

think it is time the formats of some of our events have a make-over in order for us to enjoy our chosen motorsport for years to come.

Somehow we need to slow the cars down and make sure they do not bunch up and appear to be racing at any time during the event. We all set off with good intentions, but a navigational slip soon eats up time, and the competitive instinct takes over and it's flat out to make up the lost time. This occasionally happens on the daylight HRCR regularity events and very soon the usually happy waving residents along the route soon turn ugly and block the road.

So some of the measures we could take to re-vamp our 12 cars to make them much less obtrusive to the local populace include:

Scrap the use of passage check boards so the locals have no idea that anything is in the offing.

Location of Controls must comply with the MSA "Blue-book" and not be within 500metres of any dwelling.

Only allow truly standard cars to be used; standard tyres, no additional lights, only standard inlet and exhaust systems etc.

Introduce a "proper" noise test before and during each event.

Turn our rallies into true Regularity events with secret time controls with timing on arrival at the controls and penalties for being early or late. Not difficult to do, but much more complicated for results.

Fully PR the whole route, although I doubt many potential organisers would vote for this.

Increase the difficulty of the navigation – similar to the KLDMC cryptic clues, although this may make speeds even higher.

Eliminate timing completely from the event and make them more like a Treasure Hunt so that the answers to "clues" need to be found along the route.

The MSA has recently defined the size of passage check boards, so we should be modifying ours accordingly to be A4 size. It may also be a good idea to attach the "code" behind the board parallel to the direction of travel so each competitor needs to almost stop to collect the information, but perhaps this would just make the rest of the journey quicker as drivers speed up to make up the lost time?

The recent introduction of two minute intervals between cars has significantly reduced the likelihood of bunching and is something I think we should continue with this season.

Basically, what can we do to curtail/control the very thing we all want to do i.e. drive quickly down country lanes for the thrill, which really is not an option in this day and age without full PR.

If it was left up to me then I would turn all our 12 cars into Regularity events with no passage check boards and all secret controls, but with the time penalties relaxed, so no special trip meters are required. In addition I would maintain the different levels of navigation, so making sure that all levels of experience are catered for.

Alternatively, we do nothing and just continue to upset the "natives" and fellow road users in the county.

I'm hoping this will generate some open debate in Spotlight to give our event organisers and committee some guidance for the future.

Merry Christmas

Ian Doble

Lamenting the sad demise of a well-loved and trusted friend

I have been trying to find out how our country got into this unmitigated financial mess, and in a flash of inspiration, I thought, 'I know who will have the answer'. I'll get in touch with my old friend Common Sense, who has given me such sound advice over the years.

I phoned, I emailed, Googled it and even asked in the street, but sadly nobody knew the whereabouts of Common Sense.

"What does he do?" they asked,

"Can you get him on credit?"

Finally, I asked an elderly lady who replied: "Oh yes, I remember Common Sense. It was a truly sad affair. He gave up and died, you know".

So today we mourn the death of a true and trusted friend. No one knew how old he was, but he will be

remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- That life isn't always fair;
- And that maybe, sometimes, it was my fault.

Common Sense lived by simple, non-political yet sound financial policies (don't spend more than you can earn) and reliable strategies (personal responsibility).

Common Sense lost ground and his health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place, when parents attacked teachers for doing the job that they themselves had failed to do and when unmarried mothers got priority housing.

Common Sense and his good friend Logic took a beating and lost the will to live when schools were required to get parental consent to administer an Elastoplast, but could not inform parents when a student became pregnant and wanted to have an abortion; when councils paid out thousands of pounds for fear of being sued to people who "tripped" on the pavement and criminals received better treatment than their victims.

Common Sense was preceded in death by his parents Truth and Trust, his wife Discretion, his daughter Responsibility and his son Reason. Not many attended the funeral because so few knew the family or even realised they had gone. He is survived by his five stepbrothers: I'm A Victim, I Know My Rights, I Want It Now, Someone Else Is To Blame, and I'm a Banker.

Borrowed from the EDP letters page (original letter penned by George Brenchley) and re-printed for your entertainment

Marshals Post

David Bell

Upcoming club events – Canada Garage Motorsport 12 Car, Your Ideal Shop 12 Car, March Hare 12 Car, Lyng Garage 12 Car

Other clubs:

Preston Road Rally on Saturday 7th 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

MGJ Brands Hatch Winter Stages on Sunday 12th January at Brands Hatch Circuit organised by Chelmsford Motor Club

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

Dear Colleagues,

2014 Seminars for Club Officials – Invitation to attend

In 2014, the series of MSA Officials Seminars will primarily be reserved for unlicensed Club and Event Officials (which typically includes but is not limited to Club Stewards, Secretaries of the Meeting and unlicensed Clerks). Run in a revised format using some new faces on the presentation team, the day will be predominantly workshop based, specifically aimed at exchanging views and information to assist your Club's future development and encouraging liaison with the Regional Development Officers.

Attendance is being invited from all disciplines, and each Club may nominate up to 5 Officials from as wide a profile as considered appropriate and, with newcomers especially welcome, these seminars providing an opportunity to gain and share relevant knowledge and information. Clubs with national or regional centres are invited to nominate selected officials as appropriate to each venue.

Please note that once again this year we are asking you to advise us of the names, addresses and email addresses of the officials whom you are nominating to attend, so that we may then correspond directly with those individuals with precise venue and joining instructions, and further programme details.

Full day seminars assemble at 9.30am for a 10am prompt start. Delegates will be responsible for their own luncheon arrangements, but suitable menus will be available. The day's proceedings are scheduled to finish before 4.30pm.

The dates and locations of the venues are as follows - please note that some venues have been reviewed as a result of feedback from previous years:

<u>Day/Date</u>	<u>Location</u>
Saturday 1 st February	Central Southern (Basingstoke area)
Sunday 2 nd February	South East (Sevenoaks area)
Saturday 8 th February	South West (Exeter area)
Sunday 9 th February	South Wales (Cardiff area)
Sunday 23 rd February	Midlands (Telford area)
Saturday 1 st March	North (York area)
Sunday 2 nd March	East (Huntingdon area)
Sunday 9 th March	Scotland (Pitlochry area)
Saturday 15 th March	Isle of Man (Douglas)
Sunday 16 th March	North West (Runcorn area)
Sunday 23 rd March	Northern Ireland (Armagh area)

Contact Martin if you are interested

Road Rallying November Round Up

Quiet start but busy end

KLDMC 12 Car
6th

Map 143
Alan and his Peugeot 106
5th o/a

Dansport Road Rally
16th / 17th

Matlock Motor Club
Maps 118 & 119
With Paul and his Proton
12th o/a

Waveney Mushrooms 12 Car
29th

Map 156
Alan and his Peugeot 106
3rd o/a

Beaver Navigational Rally
30th / 1st

Beverley & District Motor Club
Maps 101, 106 & 107
With Paul and his Proton
9th o/a

KLDMC: Not one of my better nights, couple of mistakes and a couple of bad decisions ensured we didn't trouble the podium. Organised by Paul & Mark, starting and finishing in Runcton Holme, familiar roads, simple navigation, should have done better!

All went a bit pear shaped on the first section dropping a minute simply because of the traffic in Watlington. Only one way to go from TC1 but grid references did for me as I missed a loop in the middle of Wigenhall St Mary Magdalen (bit of a mouthful), spotted Bob & Brian coming out of a side road and by the time we'd found the correct route we were car 4 in a very slow convoy behind a local in a land rover (also suffering Paul & Matthew and Rob & Jonathan) and another 4 minutes. Even the relaxed section through Downham Market cost us time as we were well into our

minute at TC3 assisted by a truck and a caravan).

Things improved on the next section as we were clean at TC4, time for the first bad decision picking the wrong route around Crimpleham, in my defence the correct route was through the middle of the village, and another 2 minutes at TC5. Tricky section to TC6 and I'm not sure what went wrong here but it cost us another 3 minutes. A seriously bad decision leaving TC5 cost us 5 minutes at TC6 on an easily cleanable section. No more mistakes but we still dropped 1 minute at TC8 and 2 minutes at TC9, clean at TC10 and a grand total of 18 minutes leaving us a distant 5th with Bob & Brian clean and Adam & Adrian on 1 minute.

Dansport: Trip to Chesterfield for a run around the Derbyshire moors with promise of a bit of map 118 (not a map the Derbyshire events have used for a couple of years). Starting and finishing at the ever diminishing Robinson complex 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 car away at 10:30 with a 90 minute run out (via a test in the garden of Chez Perez) to NTC2 on the A623 just below Middleton Quarry, route cards 95% tulips.

The second visit of the year to Chez Perez turned out to be a 2.2 mile test starting on his drive, round the buildings and two laps of an extended loose track through his woods and round his fields. Managed a small overshoot in the buildings and then the potti went out leaving Paul to have a peaceful run round with no interference from the left hand seat. Bogey time of 4:50 cost us 6:17 against a best time of 5:19 of Ian Ainsworth & Stewart Merry.

The run to NTC2 passed uneventfully and ample time to finish the plotting.

The first section took us through Middleton Quarry and our night could have ended in tears as Paul concentrated on a No Entry sign that we were to ignore rather than the SGW that we certainly shouldn't have ignored – fortunately no DSO but I was a tad miffed. As we climbed into the Quarry the fog came down and it was to be a significant feature for the rest of the night. All I can say about the fog is it makes the navigators life a bit easier, as long as you stay on the right roads, wrong slots would be severely punished as it's almost impossible to work out where you are with zero visibility. Just to give you an idea of how bad it was on several occasions on the narrower tracks we were 'slotting' into passing places trying to follow the edge of the road.

Short first half to petrol in Buxton taking in several familiar sections; Middleton Quarry (the fresh air bends on Longstone Edge were interesting in the fog); Taddington Moor & Chelmorton white; Greenside & Stannery ford (never did spot the cautioned cattle grid on Upper Edge); Hollinsclough Moor & Dove Head. Quite surprised that we weren't caught by cars behind us as we seemed to be going rather slowly but I guess it was the same for everyone. Petrol saw us 20th o/a on 17:15 and OTL was a distinct possibility if the weather didn't improve in the 90 mile second half. 5 sections and 5 droppers, at least there would be a result with Ian Ainsworth & Stewart Merry 1st o/a on 10:15 six seconds ahead of Steve Retchless & Max Freeman.

The first half had been a series of comp / link sections. The second half looked a bit more interesting

with one or two back to back competitive sections. The second half started with the Erwood Reservoir car park (starting very close to the A5004 – probably a bit too close in the fog) moving onto map 118 to take us from TTC10 to TTC16. Don't usually use the run down to the reservoir competitively and it did prove interesting in the fog, running at car 18 we were caught just before STC11s by car 19 (really surprised not to have seen them earlier as it was navved by the infamous Alan Ogden, ex 061 clerk of the course on very much his home patch), through Jenkins Chapel (scene of an underpants colour changing moment with Hugh in a previous life), STC12 saw us caught by car 21 but things got very complicated in the gloom of Macclesfield Forest as we caught car 17 and ended up arriving at STC13 in a 4 car convoy. Surprised to find car 19 in the control but the explanation came when we finally got to the marshal as we had to read and sign an amendment re-locating STC14s and scrubbing STC15s. I think the organising team dropped a small boo-boo here, the scrubbing of STC15s automatically took another 6 minutes out of everyone – with the weather as it was perhaps a better option would have been to scrub STC14s, OTL was still looming. Entertaining run from STC13 as we played foggy leap frog as the lead car missed the slot to re-join at the back of the pack as we hunted for minor roads and NAMs. Eventually car 17 found itself back in the lead only to take a R@T to everyone else's L@T never to be seen again

5 minutes recovered at TTC16 only to have it cruelly snatched back with a 'dead section' at Roach End just before returning to 119 and STC17s. Back onto familiar territory with a run over Lady Edge to STC19s. String of controls from Butterton, through the junction in the ford at Wettonmill, round the sneaky tree, back to Wettonmill, through the

tunnel (no tooting – you had to be at the briefing), Ecton, Archwood Moor to STC22s. Run up the B road to Hartington white and the end of car 21's impressive run. Almost every Derbyshire event uses the Hartington white with it's well known black spot at Dale End, running west to east the slot left is quite tricky to spot but there is usually a NO board, this was no exception but car 21 dropped 8 minutes demonstrating how confusing the fog can be.

Just a couple of sections left, Youlgreave Triangles and Beeley Moor and joy of joys the fog lifted. Not sure what the marshals at the final control were on but without any skulduggery on our part they circled the wrong minute giving us a rather impressive 2nd fastest, it would be have been rude to query this at the time although it does rather stand out in the results – didn't make any difference to our final position.

We ended up 12th o/a on 44:42 with the winners Ian Ainsworth & Stewart Merry on 25:50 with Steve Retchless & Max Freeman on 25:52. Even dropping 45 minutes we were never less than 10 minutes from OTL. Well put together event, spoilt by the weather but perhaps an indication of the standard with very few retirements and only 5 crews falling OTL. Spent the majority of the event expecting to see holes in hedges and walls but everyone coped well. Only quibble would be that the organising team had no plan B for bad weather, it's all very well setting timing for a fine night but it was obvious at petrol that minutes rather than seconds were being dropped.

Waveney Mushrooms: Results should be listed elsewhere; this is the story from the left hand seat of car 1.

Section 1: David wasn't giving much away, always a worrying time running car 1 – left out of the

farm but 100m to a cross roads, didn't think it would be SO so would it be TL on a yellow or TR on a white – envelope opened and junction departs meant it was the white. Bumpy and muddy to start but the rest was fairly straight forward (once I'd realised it was all roads with one or two of the white NTRs quite hard to spot with my retro peepers) into TC2 (Ian & Gill), between St Michael & All Saints, just about on our minute.

Section 2: Circular herringbone (fortunately with a clue, SH 41 on a junction, and whites shown dotted) to TC3 (Simon & Dick) south of the A144 near St Johns still on our minute.

Section 3: Grid squares (filed up there with grid references I always struggle and this was no exception), parked up but couldn't get it to go so I went to plan B and an educated guess. Not sure where the board was on the first loop but I wasn't paying enough attention to the road as we nudged up the white on the 90R near Shipmeadow Common. Rally cars are a pain in the bottom to reverse and even though we'd only gone about 50m off piste it took an age to get back on track and we were 2 minutes down at TC4 (Christine & Phil) south of the numberless B road near Barsham.

Section 4: Straight forward string of map features (once I'd spotted the significance of Etl) to TC5 (Neil & Marie) east of the A144 near Manor Fm.

Section 5: Four avoids and a Δ. Parked up to plot the avoids then pulled over just after Δ to let John & Ian past. Straight forward run to a rather congested TC6 (Richard) as we had to re-pass John & Ian and then try and get out of the way of a queue of traffic leaving the nearby A145. Even though we had been well early coming into the control all the manoeuvring left us well into our minute before we got away from the control.

Section 6: Straight forward string of reversed and squashed junction instructions. Not sure what happened on this section but I can't remember any problems although we were late away and took the white steadily but another minute went at TC7 (Mike) south of Hulver Street.

Section 7: Baby yellow lorry green lorry brown lorry. Four junctions to cover 5 miles to TC8 (Peter & Lee) west of Benacre Broad. One or two crews reported that they got even closer to the coast than intended on the 90R just before the control. Ian & John had passed us again just before crossing the A12 so a bit more juggling was needed to sort out the order in the control.

Section 8: Adult yellow lorry green lorry brown lorry white lorry. Long section, reasonably straight forward (once I'd accurately plotted the location of TC8) using the whites through Holly Grove and past Field Fm joining the B1127 just north of South Cove. Well straight forward enough to keep a couple of junctions ahead of Alan. I'd saved the potentially tricky string of junctions to take us across the A12 at Frostendon Bottom for the seemingly straight forward run along the road through the TR at cross roads. With my head down the junction didn't feel right but Alan assured me he had turned right. No 90R set the bells jingling and houses fired off the klaxon – politely suggested that perhaps we should turn round and have another go at the cross roads. Not too surprised to add another minute to the scores on the doors at TC9 (Julie & Stuart) although we'd have just made our minute if we hadn't had to queue up behind John & Ian. However we fared a lot better than Andrew & Dan and Ian & Damian.

Section 9: String of reversed and squashed grid lines (including the KLDMC trick of including the start and finish control numbers in the string). Straight forward but I spent

most of the 5½ miles hunting for the very tricky to spot SH 8 on the A145 crossing. More control juggling required at TC10 (Ewan) at Brick Kiln Fm.

Section 10: Spot heights in the form of Roman Numerals, a Δ and one that stumped me and Ian. For years I've carried a crib sheet for Roman Numerals but could I find it and my brain failed. Parked up at the first serious junction as John & Ian arrived and set off towards the LC and Dairy Fm. Alan was keen to follow but I suggested that as it was CRO that wasn't a good idea. Finally worked out the spot heights then struggled to find the second 42, eventually we were off again (helped by the Δ). John & Ian soon recovered and we pulled over again. Quite surprised to arrive at TC11 (Ian & Gill) on our minute and back to running first on the road. Oh yes, it was our tracks at the extremely slippery downhill T junction left at Red House – a fairly classic SO@T (well very, very nearly!).

Section 11: Neutral through Rumburgh to TC12 (Simon & Dick).

Section 12: Clock face junction arrives and departs. A gentle run into TC13 (Christine & Phil) with no dramas to report.

All that was left was a short run back to the pub for some refreshments and results. All very close, Mark & Brian clean with John & Ian taking 2nd on 2 minutes and a fine 4th o/a from Gordon & George on 12 minutes. 11 starters, 11 finishers, 6 crews with no fails covered by 15 minutes, another cracking event.

Beaver: Trip to Beverley for a run around the East Yorkshire (?) Wolds. Starting from the event sponsors garage in Sproatley and finishing in the centre of Beverley and an opportunity to re-visit some familiar roads from a previous life. On the menu for the event was 140 miles of plot & bash plus 4

tests on private land. The weather forecast promised a fine night with not a hint of fog and the temperature above freezing, two out of three wasn't bad!

On the back of a top 5 finish last year we were running at 8 with a possible top 10 finish on the cards, this would depend on the navigation (in previous years it has proved a bit too hard for one or two of the top crews – mainly because of pressure from drivers who do not like waiting). The route was to be a mixture of standard sections timed to the minute and regularities (road rally variant) with one intermediate timed to the second. The first section was a taster of things to come, a regularity starting from the garage forecourt for a 8 minute section to iRTC1 Paul got out to watch car 1 (Steve Retchless) start, well 00:01 ticked up on my clock and no noise, got round to 00:06 before there was any noise (oh dear the start clock must be running a bit slow but at least the organising team will get everyone dropping time on the first section – and probably a result) so that'll be 3 minutes to do the 4 miles.

Serious deja-vu for me on the first section and as it turned out the end of any chance for a decent result. Almost exactly 24 hours after Alan & I ended up 50m up a white on a 90R where did Paul & I find ourselves, yep, a bit more than 50m up a white on a 90R. 3:36 gone on a section that others on our usual pace dropped 1:00. Paul is very good and we forgot about it, nothing to be done to change it – still I make so many errors that I'm getting much better at putting them out of my mind. Longish run to NTC2 via the first test, a bit of a mickey mouse run around a quarry on the outskirts of Beverley.

Hand out 2 took us from NTC2 to TTC5 through a string of standard sections. This route card highlighted the only issue I have with the event, the toner was

obviously running out on one of the copiers used and one or two of the route cards were a bit feint. Clean to TTC5 and hand out 3 took us to TTC8 via TC7 and test 2 and the end of the first time card. Now Matlock have Steve Perez and his back garden, not to be outdone Beverley have Pete Smith and his back garden. For older readers Pete Smith is the owner of Swift Caravans and long-time sponsor of the legendary northern brow-hopper Ron Beecroft. The hand out for the tests was a GoogleEarth print with boxes for boards etc, unfortunately test 2 had been done either on the duff copier or at too high magnification and was at best less than useless, however the test was well taped and arrowed and quite good fun.

TTC8 for the next hand out and the start of the second regularity and would you believe some results up to the end of the second test for the first 10 cars (no surprise to find us nearly propping up the other 9 – but not quite – one of our undoings on ‘that white’ was someone else had been down – and that someone was car 1 who had made an even bigger Horlicks of it than me and were a comfortable 10th out of 10! TTC8 was located on the yellow triangle at Pockthorpe Hall just onto map 101. It was fairly obvious that we’d be using the white past Danes’ Graves this was confirmed by Ian Gibbins (joint CoC) as he warned crews that the first 400m was ‘rough’. The hand out arrived on our minute leaving 800m of yellow to pick up a board and get sorted before a km of rough white – an out of order alphabetic array of 25 tulips (with all roads shown solid) proved a bit too much for some. Once we were on the white there was no chance of marking anything either on the map or on the route card, all came down to having some idea of where to go coming off the white and which tulip – things were complicated a

little further by trying to write down 2 boards on the white and then 5 junctions and another board within 500m of coming off the white. We coped OK and made it to iRTC9 with no great dramas. Parked up just after the control was car 3 (Carl Hawkins / Iain Tuille) who had had a bit of a mare – Carl looks after Paul’s car and weren’t exactly certain where they’d gone wrong (proving that it’s always tears before bedtime at whatever level when the driver gets ahead of the navigator – hope for us all).

NTC12 for hand out 6 and with the temperature dropping the roads were glazing over with some seriously slippery patches to keep you honest. String of route check grid references to take us to iRTC14 via STC13 and the format for the rest of the regularities, an easily cleanable standard section timed to the minute giving a bit of time to pre-plot the meat of the regularity. That would have been fine if it hadn’t been grid references, so I was still plotting into the regularity. Paul has a little local knowledge here as the route went through a car park in Sledmere and he was ahead of me travelling along the B1253 towards Marramatte reassuring me with ‘it’s OK – no junctions for the next two miles’ – well that’ll be no junctions apart from the yellow 800m after the car park – fortunately car 7 returning after missing the slot convinced him and all was well. Run through Wetwang (lovely name) to Test 3 – a longish run over some grass tracks into a gravel quarry – yet more good fun.

Petrol next and proof that it was to be our lucky night. Paul had been having a problem with his hydraulic handbrake in the days leading up to the event and had disconnected it. As we rolled into the garage the brake pedal went to the floor and we heard that familiar brake bleeding noise as fluid

gushed out of the connection. Couldn’t have happened at a better spot, soon had Carl complete with Cornish pasty and two pairs of mole grips doing a solo brake bleed. 13th at the end of time card 1 had improved to 10th o/a at petrol.

Hand out at MTC16 and an in order array of 50 grid lines, spot heights and route checks to RTC21 with the main course a regularity up a very slippery Millington Pastures (very famous section of old). Hand out and a standard section to NTC23 via another go at the Wetwang test (13 second improvement). End of time card 3 had us 8th o/a.

Three more regularities, all very slippery and still time for me to drop another boo-boo costing us a minute and dropping us back to 9th o/a at the finish. Called a slot left one junction too early and even though Paul’s comment ‘all the other cars have gone straight on’ (one of the few benefits of running on frost covered roads) came too late as we were committed and it took us a little while to find somewhere to turn – always easier to turn than reverse.

By far the most impressive feature on the event was the results. We had enough time between the final control and the finish to load the car onto the trailer and then run into the centre of Beverley. Scheduled finish time was 06:23 and the results were provisional by 7:00 and I was back in Norwich at 10:30. The breakfast was pretty good too, very slickly put together event, deserving a better entry. The event sponsor won (Phil Burton navigated by Sam Collis) on 13:57 with Ade Green / Paul Taylor 2nd on 17:47 compared to our 25:13.



2013 / 2014 12 Car Championship

Waveney Mushrooms

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
5	N	Mark Annison / Brian Marquis	-	-	1	
3	E	John Peterson / Ian Graham	-	2	2	1
1	E	Alan Shrimpton / David Bell	-	4	3	2
8	B	Gordon Shipley / George Shipley	-	12	4	1
4	I	Julian Riley / Jonathan Stimpson	-	12	5	1
11	E	Martin Newson / Peter Riddle	-	15	6	3
6	N	Dale Lawson / Liam Brett	1	15	7	1
10	B	Tony Hewitt / Chloe Hewitt	2	-	8	2
9	B	Andrew Lawson / Dan Wright	3	-	9	3
2	E	Ian Woodley / Damian Conway	3	28	10	4
7	N	Pat Headland / Tony Headland	11	30	11	2

Thanks to David & Robert for organising & sponsoring and all the marshals: David & Robert (Boards & Signing On), Anon (Scrutineering), Lewis & Chris (TC1 & Course Closer), Ian & Gill (TC2 & TC11), Simon & Dick (TC3 & TC12), Christine & Phil (TC4 & TC13), Neil & Marie (TC5), Richard (TC6), Mike (TC7), Peter & Lee (TC8), Julie & Stuart (TC9), Ewan (TC10), David (Results).

The third round of the Championship moved south (passport jobby) into Suffolk with another healthy entry (3 Beginners, 3 Novices, 1 Intermediate and 4 Experts) gathering at the aromatic Waveney Mushrooms just outside Flixton to see what David & Robert had on the menu. The route ran over unfamiliar roads on the North East corner of 156, with the promise of one or two whites that 'may be a bit on the rough side'. The results were again quite close with a good mix of classes, Mark & Brian finished on the top step with an impressive clean run followed closely by John & Ian on 2 minutes. Six crews with no fails covered by 15 minutes. Things could have got a bit complicated for David with a misunderstanding costing Tony & Chloe a clean run (two triangles) and I'm not sure what happened with Andrew & Dan but another clean run went mysteriously pear shaped around TC9 (2 boards and a control). Ian & Damian's bad luck continued, having had a last minute change of car on the previous round this time they suffered a puncture between TC8 & TC9 (usually only an inconvenience but a bit more of a challenge without a wheel brace).

Thanks again to David & Robert, the staff at the Flixton Buck, 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 133 is required for the next event (Canada Garage Motorsport organised by Mark & Lorraine Annison).

2013 Clubmans Championship

Lyng Garage Trial

Results:

Class	Car	Driver	Car	Total	Class	Award
1	20	Julian Riley	Peugeot 106	96	1	Nov
1	21	Georgina Riley	Peugeot 106	116	2	

2	15	Christopher Pettitt	Citroen Saxo	30	1	1 st
1	5	Ben Cutting	Nissan Micra	35	2	2 nd
2	9	Andy Mount	Renault 5	52	3	
3	14	John Peterson	Morris Mini	53	4	
4	6	Nick Herbert	Nissan Micra	58	5	
5	19	Jonathan Stimpson	Ford Puma	61	6	
6	16	Paul Ellis	Citroen AXi	66	7	
2	17	Hannah Ellis	Citroen AXi	70	8	
2	18	David Daniels	Ford Puma	71	9	

3	13	John Plant	Suzuki X90	65	1	
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4	7	Peter Hanman	Dellow MkI	0		O/A
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4	8	Tim Hanman	Dellow MkI	2	1	1 st
4	3	Ross Nuten	Dellow MkII	5	2	2 nd
4	10	Ian Nute	Chancer	13	3	
4	11	Geoff Hodge	MG Midget	20	4	
4	4	Michael Leete	Austin Seven	26	5	
4	12	Nick Barrett	MG Midget	28	6	
4	1	Barry Redmayne	Liege S	RETIRED		
4	2	David Tydeman	Liege S	RETIRED		

Thanks to David for organising, Dennis for sponsoring and all the marshals: David, Howard & Peter (Saturday Set Up), Martin (Scrutineering), Christine (Catering), Phil & Christine (Signing On), Keith, John & Paul (Tests 1 & 6), Andrew, Alan & Will (Tests 2 & 7), Bryan, Geoff & Rob (Tests 3 & 8), David, Gordon & Lynne (Tests 4 & 8), Peter, Howard, Mike, Maggy & Tony (Tests 5 & 10), Everyone (Tidy Up), Fat Controller (Results).

Round something or other of this year's fairly disjointed Clubmans Championship and Round 3 of the 2013 / 2014 AMSC Trials Challenge. An opportunity for the club to step up a division organising an event for the big boys, all seemed to go very well with some happy faces and positive feedback.

Special mention to Christine and her Soup Waggon for keeping everyone fed and watered.

And who will forget Peter's mammoth tour of Norfolk test, something to talk about with the grandchildren.

Also a big thank you to Keith, John & Paul from West Suffolk Motor Club and Tony from Eastern Counties Motor Club for making long journeys to help out with the marshalling.

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)

2014 AMSC AutoSOLO Challenge

Very provisional calendar

Round	Date	Venue	Organising Club
1	9 th March	Debden	FMC
2	27 th April	Debden	WSMC
3	tbc	tbc	tbc
4	20 th July	Woodbridge	ECMC
5	14 th September	tbc	CCC
6	26 th October	Debden	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)



Lyng Garage Trial

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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- CCTV monitoring
- £60+vat per calender month

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)

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/201312.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/

Club member Jon Scoltock has been asked to sell / give away a collection of motorsport and automotive related books. There is a bit more information on the club website (www.scon.co.uk/SCCoN2013b4s.htm) and Jon can be contacted on **07772 557137**.

Ref	Author	Title	Year (approx.)	Guide Price		
				Min	Max	
1		1952 Shell Successes	1952	10	20	SOLD
2	Ray Hutton	Silverstone, The Home of British Motor Racing For 40 Years	1988	5	20	SOLD
3	James Fack	Land Flying: The Terraplane		30	50	
4	Murray Walker	Autobiography: Unless I'm Very Much Mistaken		Free		
5	David Kinsella	Allard	1977	25	30	
6	Mike Taylor	Tiger: The Making of a Sports Car	1979	10	15	
7	Cyril Read & Robin Read	Goodwood, A Private View	1985	10	15	
8	Graham Robson	Riley Sports Cars 1926-38	1986	50	100	
9	Michael Turner	Illustrations		3	5	SOLD
10	Michael Turner	Illustrations		3	5	SOLD
11	Michael Turner	Illustrations		3	5	SOLD
12	Peter Tutthill	Kieft Racing Cars, The Bridgend Story 1949-1952	2004	20	30	
13	Peter Tutthill	Keift 1953-54, Wolverhampton's Grand Prix and Sports Cars	2005	15	30	
14	Martin Bennett	Rolls-Royce & Bentley, The Crewe Years	2011	35	65	
15	Peter Garnier	Goodwood, The Sussex Motor Racing Circuit	1980	10	70	
16	G. N. Georgano	Brooklands, A Pictorial History	1995	5	10	
17	Andrew Whyte	Jaguar: The Definitive History of a Great British Sports Car	1990	5	30	
18	S. C. H. Davis	A Racing Motorist	1949	10	15	SOLD
19	Colin Rawlinson	The 500cc Racing Car	2003	0	3	
20	C. A. N. May	Formula 3: A Record of 500cc Racing	1951	10	20	
21	Dempsey	Motor Racing Register 1963	1963	10	20	
22	Dempsey	Motor Racing Register 1961-62	1962	10	20	
23	Dempsey	Motor Racing Register 1964	1964	5	10	
24	W Boddy	Continental Sports Cars	1952	5	20	SOLD
25	W Boddy	The 200 Mile Race	1947	30	40	
26	Gregor Grant	British Sports Cars	1952-58	3	15	
27		Brooklands Museum Guide		0	0	
28		Iota Amateur Car Builder Magazine, February, year unknown	1947-53	?	?	
29	Prince Birabongse of Thailand	Bits and Pieces	1942-44	10	50	SOLD
30	Colin Campbell	The Sports Car: Its Design and Performance	1955	5	30	SOLD

31		Iota Amateur Car Builder Magazine, August-September	1949	?	?	
32	Stuart Sykes and Roger Moody	Grand Prix	1986	0	3	
33	K. Newton & W. Steeds	The Motor Vehicle	1944	20	30	
34	Graham Robson	An Encyclopaedia of European Sports and GT Cars 1945 to 1960	1981	3	30	
35	Graham Robson	An Encyclopaedia of European Sports and GT Cars From 1961	1980	30	50	
36	Michael Sedgwick	A-Z of Cars of the 1930s	1993	5	30	
37	Michael Sedgwick	A-Z of Cars: 1945-70	1993	1	10	
38		Brooklands: Celebrating 100 years of Club Motorsport, commemorative program	2002	Free		
39		Formula Junior Competition Cars	1961	20	30	
40		Cars of the Early 60's, British and Imported Models, 1960-64		Free		
41	Stuart Seager	The Picture Story of World Sports Cars	1965	5	10	
42	Cyril Posthumus & David Hodges	Classic Sports Cars	1981	5	30	
43		Classic Cars		0	0	
44	G. N. Georgano	Cars of the Seventies and Eighties	1990	0	10	
45	Michael Sedgwick	Vauxhall	1981	5	30	
46		The Griffin story: A pictorial history of Vauxhall cars and Bedford commercial vehicles	1990	5	12	
47	Trevor Alder	Vauxhall: The Post War Years	1991	8	30	
48	Richard Hart	The Vauxhall and Bedford Story	1996	15	30	
49	Peter Hull	The Vauxhall	1992	0	3	
50	Alan Earnshaw & Robert Berry	Vauxhall Cars, 1945-64	2000	10	20	
51		Fairthorpe Sports Car Club Newsletter, April 2000	2000	Free		
52		Tortoisport, The Sporting Owner Drivers Club Newsletter, unknown age		Free		
53		Beaufort Bugle, Autumn 1995	1995	Free		
54		Fluternews, Vauxhall Owners Club Newsletter, August 2002	2002	Free		
55		Bedford Buses and Coaches Since 1931		5	10	
56		Luton Festival of Transport 2003 Program	2003	Free		
57		NSU Owners Club Bulletin, March 1994	1994	Free		
58		NSU Owners Club Bulletin, November 1994	1994	Free		
59		NSU Owners Club Bulletin, October 1996	1996	Free		
60		NSU Owners Club Bulletin, October 1995	1995	Free		
61		Voxsport, V.M.R.C. Motoring Section		Free		

62		Vauxhall Owners Manual, September 1978	1978	Free		
63		Vauxhall Viva Owners Club Newsletter, Summer 1998	1998	Free		
64		NSU Owners Club Bulletin, July 1993	1993	Free		
65		Motor Sport Magazine, August 1950	1950	5	10	
66		Vauxhall Mania Enthusiasts Magazine, January-March 1996	1996	Free		
67		The Jim Clark Trophy Collection Programme		Free		
68		Classic Cars, The Guinness Book of Car Facts & Feats, The Ultimate Guide	1997	Free		
69		750 Motor Club Bulletin, January 2002: Yearbook 2001	2002	Free		
70		90th Birthday Celebration Trial, 30 May-1 June 1991, Official Programme	1991	Free		
71		Brooklands, Commemorative Brochure, 1907, 1937, 1987	1987	Free		
72		750 Motor Club Bulletin, October 2003, 1172 Formula On The Track Again	2003	Free		
73		Car Care	pre-1960	5	10	
74		Jaguar Journal, September-October 1998	1998	Free		
75	Charles Fothergill	The Story of Grand Prix Racing		5	10	
76	Anthony Howarth	Africar: The Development of a Car for Africa	1987	5	10	
77		Voiture Classiques: Bugatti Royale Type 41 Cabriolet		Free		
78						
79	William Ensor	Grand Prix Heroes	2007	3	10	
80	Cyril Posthumus	The British Competition Car	1959	6	20	
81	John H. Allan	Air Vice-marshal Don (Pathfinder) Bennett's Fairthorpe Cars	1996	50	100	
82	Paul Lawrence	Nowhere to Hide: The Story of Royale Racing Cars	2000	50	80	
83	Phillip Parfitt	Racing at Crystal Palace: London's Own Motor Racing Circuit, 1927-72	1981	30	70	
84		Motor Sport Magazine Hall of Fame 2011	2011	3	5	
85	Jeremy Sinek	Supercar: Road Tests	1984	3	5	
86	Anthony Pritchard	Grand Prix Reflections: From the 2.5 Litre Formula 1 Era, 1954-60	1990	3	30	
87	L. J. K. Setright	The Designers (Library of Motoring)	1976	20	40	
88	C. A. N. May	"Wheelspin" Abroad: Continental Competition Motoring from the Driver's Seat	1949	15	40	
89	C. A. N. May	Wheelspin, Competition Motoring from the Driver's Seat	1945	15	40	
90	Prince Chula Chakrabongse	Road Star Hat Trick	1948	15	25	

91	Prince Chula Chakrabongse	Dick Seaman, Racing Motorist	1945	10	15	
92	Robert Fellowes and Rodney Walkerley	Grand Prix, 1934-1939	1950	15	20	
93	John Bolster	Specials	c.1945-50	40	60	
94	Ian Dussek	Motoring Specials	1991	3	10	
95	Peter Garnier	The Motor Cycling Club	1989	9	30	
96	Paul Lawrence	The Lone Furrow: The Story of Arthur Mallock and his U2 Racing Cars	1998	10	20	
97		750 Motor Club: National Championship Race Car Meeting, August 2008, Silverstone	2008	Free		
98	Ken Hill	Three Wheelers	1986	2	10	SOLD
99	David Tremayne	The Land Speed Record	1991	1	5	SOLD
100	Andrew Lane	Austerity Motoring: 1939-1950	2000	3	10	
101	Dennis Ortenburger	Flying on Four Wheels: Frank Costin and His Car Designs	1986	80	150	
102	J. H. Haynes	Guid to Component Cars	1966	10	30	
103	D. S. Jenkinson	Motor Sport: Racing Car Review 1949	1949	10	20	
104	D. S. Jenkinson	Motor Sport: Racing Car Review 1951	1951	30	50	
105	Robin Read	A History of the Dante Engineering Company 1956-59, PHOTOCOPY ONLY		Free		
106	Peter Hull & Nigel Arnold-Forster	A Vintage Car Casebook	1976	0	0	
107	Denis Jenkinson	A Story of Formula 1	1960	5	20	
108		Haynes Guide to Postwar Collectors' Cars and Their Values 1980-81	1980	5	10	
109	Paul Skilleter	Jaguar XJS	1995	10	30	
110	Chris Rees & Peter Filby	"Classic Kit Cars: A Comprehensive Buyer's Guide to Every Kit Car	1997	25	75	
111	Produced Between 1953-1985 (The Filby Files, Vol. 2)"		1991	10	40	
112	Stanley Sedgwick	Motoring: My Way	1980	10	50	
113	Doug Nye	Powered by Jaguar: The Cooper, H.W.M., Lister and Tojeiro Sports-racing Cars	2001	5	10	
114	Tom Threlfall	The First Hundred: A Centennial Scrapbook for The Motor Cycling Club	1999	Free		
115		750 Motor Club Bulletin, February 1999: Incorporating the Austin Seven Year 1998	2002	Free		
116		750 Motor Club Bulletin, March 2002: Beaulieu to Paris, Awards Night, Sporting Trials	2003	Free		
117		750 Motor Club Bulletin, November 2003		Free		

118	John Lloyd	The Story of E.R.A. PHOTOCOPY ONLY	1989	5	20	
119	Peter King	The Motor Men: Pioneers of the British Car Industry	2007	5	15	
120	Peter Tutthill	Cornwall's Motor Industry	1962	3	5	
121	Ralp Stein	The Automobile Book	1989	5	30	
122	Doug Nye	Famous Racing Cars: Fifty of the Greatest, from Panhard to Williams-Honda	1984	3	10	
123	Julian Pettifer & Nigel Turner	Automania	2004	3	10	
124	Rob De La Rive Box	The Complete Encyclopedia of Sports Cars: Classic Era	1962	20	30	
125	Denis Jenkinson	The Racing Driver	1962	5	5	
126	C. Clutton, C. Posthumus & D. Jenkinson	The Racing Car	1989	Free		
127	Nigel Mansell and Derick Allsop	Driven to Win: An Autobiography	1959	10	20	
128	Mike Hawthorn	Champion Year	1996	10	30	
129	Christopher Balfour	Roads to Oblivion: Triumphs and Tragedies of British Car Makers, 1946-56	2001	Free		
130	Bruce Jones	The Official ITV Sport F1 Grand Prix Guide 2001	1951/2	15	25	
131	S. C. H. Davis	Controlling a Racing Car Team	1947	20	50	
132	Peter Berthon, L. G. Callingham et al	Motor Racing	1991	Free		
133	Anthony Pritchard	Grand Prix Racing: The Enthusiast's Companion	1981	5	20	
134	Rivers Fletcher	MG Past & Present	1962	25	35	
135	Rodney L. Walkerley	Motor Racing Facts & Figures	1953	10	20	
136	Alan Hess	Crazy Journey	2011	Free		
137	Tom Bower	No Angel: The Secret Life of Bernie Ecclestone	2004	5	10	
138	Tony Russell	Out in Front: The Leslie Bellamy Story	1998	Free		
139	Giles Chapman	Cars That Time Forgot	1990	Free		
140	Colin Burnham	Bizarre Cars	1959	3	10	
141	Maxwell Boyd	BP Book of Motor Racing, illustrated by Michael Turner	1961	5	20	
142	Innes Ireland	Motor Racing Today	1990	5	20	
143	Charles Mortimer	With Hindsight: A Lifetime in Harmony with Cars, Bikes and Motorsport	1950	10	20	
144	Laurence & Rodney Walkerley	The Motor Yearbook 1950	1956-64	?	?	SOLD
145		750 Motor Club Bulletin, 1956-1964, in club binders (unsure if complete)	1991-2007	?	?	

**The Association of Eastern Motor Clubs
in conjunction with Volunteers in Motorsport and Go Motorsport
is pleased to announce a**

RALLY MARSHALS' TRAINING DAY

Saturday 1st February 2014

Cambridge Regional College

Training will be by MSA licensed training instructors with separate sessions for new marshals, experienced stage marshals, radio operators, timing marshals and senior stage officials.

Signing-on at 09:00 for a prompt start.

The training will end by 16:00, thus allowing an easy return home.

Please apply via the online application form at <http://www.aemc.org.uk/Training/training.html> which will ensure we have all necessary details.

If this is impossible then please phone Clive on (01223) 232861.

Early application is requested so that we know how many are coming and which training streams are required so that we can cater accordingly. Remember that to retain your Marshalling Grading you should receive formal, accredited training at least every other year.

Yours Sincerely

Clive Grounds
AEMC Training officer
MSA Trainer



Sporting Car Club of Norfolk

Ian & Gill's New Year Treasure Hunt

Wednesday 1st January 2014

Entry Form

Driver Name:

Passenger Name(s):

Driver Address:

.....

.....

.....

.....

.....

.....

Car Make:

.....

Car Model:

Phone:

Car Registration:

Team Name:

Entry fee £10-00 (Cash preferred - cheques payable to: Sporting Car Club of Norfolk Ltd.)

DECLARATION of INDEMNITY

"I declare that I have been given the opportunity to read the General regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence"

"I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law."

Driver Signature:

Age if under 18:

Date

Any indemnity and / or declaration as prescribed above which is signed by a person under the age of 18 years shall be countersigned by that persons parent or guardian, whose full name and address is given below: -

Name and Address of Parent / Guardian:

.....

Date:



Sporting Car Club of Norfolk

**Guest Speakers:
Peter & Allison Cotes**

Thursday 16th January 2014

8pm

White Horse Inn, Trowse NR14 8ST

5th Peking to Paris Motor Challenge 2013

98 cars covering 13,400 kms in 33 days.

Starting from The Great Wall of China.

Passing through Mongolia, Russia, Ukraine, Slovakia, Austria and Switzerland to the finish at Place Vendome in Paris.

Our car was a 1970 Volvo 144, already a veteran of the London to Cape Town rally in January 2012.

The rally is running again in 2016 so if anyone wants to get an idea of what's involved before they take the plunge.....!



The story is told on our [website](#) and the Endurance Rally Association [website](#).