

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

January 2014



Mark & Jonathan
Preston (one of the muddy bits)

Events in January

Thursday
16th January

Clubnight
Guest Speakers: Peter & Allison Cotes

White Horse Inn

Contact
Howard Joynt

Friday
31st January

Canada Garage Motorsport
12 Car

Canada Garage, North Walsham

Contact
Mark & Lorraine Annison

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

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

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Thursday 16th January

Guest Speakers: Peter & Allison Cotes

5th Peking to Paris Motor Challenge 2013

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 16th January** for the next Natter & Noggin

Diary Dates

Wednesday 8th January
Management Meeting

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

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

Wednesday 6th March
Management Meeting

Friday 14th March
12 Car Challenge
March Hare

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

Friday 28th March
12 Car Round 6
Lyng Garage

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting David Bell.

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](#)



2014 Dates	Event	Champ.	Contact(s)
Wednesday 1 st January	New Year Treasure Hunt	Clubmans	Ian & Gill Doble
Thursday 16 ^h January	Club night Paris to Peking		Guest Speakers: Peter & Allison Cotes
Friday 31 st January	12 Car	12 Car	Mark & Lorraine Annison
Thursday 20 th February	Club night Table Top Rally	Clubmans	David Bell
Friday 28 th February	12 Car	12 Car	Howard Joynt & Bernie Fox
Friday 14 th March	March Hare		David Bell
Thursday 21 st March	Club night		
Friday 28 th March	12 Car	12 Car	David Bell
Thursday 17 th April	Club night		
Thursday 15 th May	AGM		David Leckie
Thursday 19 th June	Club night		
Sunday 22 nd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 17 th July	Club night		
Thursday 14 ^h August	Club night		
Thursday 18 th September	Club night		
Friday 26 th September	12 Car	12 Car	
Thursday 16 th October	Club night		
Friday 24 th October	12 Car	12 Car	
Thursday 20 th November	Club night		
Friday 28 th November	12 Car	12 Car	
Thursday 18 th December	Club night		

www.scon.co.uk/SCCoN2014Calendar.htm

Editorial Chair

Martin Newson

Chairman's Report January 2014

Well here we are in 2014 already, and it would seem we have quite a lot to look forward to, having sat down over Christmas it looks as if we will be extremely busy. Currently my diary shows something like 50 meetings/events, at least 30 of these are weekend events.

I hope to give you all plenty of notice of what is going on so that you can plan your weekends and hopefully be able to come along and help us keep our car club as one of the most active in the region.

If you could please add these few events to your diary and join us whenever you can:

**Guest Speakers:
Peter & Allison Cotes
5th Peking to Paris Motor
Challenge 2013
Thursday 16th January
White Horse Inn, Trowse
8pm**

**2013/2014 12 Car Championship
Canada Garage Motorsport
Friday 31st January**

**Percy Pig Table Top Rally
Thursday 20th February
White Horse Inn, Trowse**

1st January,

What were you doing on New Year's morning? Feeling sorry for yourself with a hangover!!!

Well you missed a great start to 2014, with Ian's and Gill's treasure hunt.

12 crews were welcomed by Ian and Gill in the main car park of Wymondham Town centre. It was planned to be empty being a bank holiday, but someone should have told the locals as there was a cycle event and running type race on the same day.

So the best plan was to abandon the walking bit around the town and get straight into the car "bit".

With around 80 clues and a regularity bit it was going to be quite busy for the next 3-4 hours.

At this point I could give you lots of details of each turn and clue but you needed to be there to appreciate all the time and effort put into this or any event.

It is enough to say it was a very good day and a very good event, everyone enjoyed the day and with the White Horse opening specially us, serving soup and a roll for everyone at the finish it just rounded off the day.

Thank you Ian and Gill as always you have organised a great event to start 2014 off with.

Some things to look forward to in the next few months are-----

We need to sort out the prize giving for the 2013 Championships which includes the 2013-2014 12 car series. So we are going to try again with another Dinner Awards giving on April 12th 2014.

Details will follow very soon.

As you will know in 2013 we ran a course for first aid, 9 club members did the course, passed it and have used it since.

We plan to do it all again this year, interested?

Please contact me (Martin Newson) email cjnewson32@yahoo.co.uk

Date and time will be confirmed when we have a rough idea of numbers.

This is the start of 2014 more to follow soon.

Table Top Rally

Thursday 20th February 2014



White Horse Inn, Trowse

Approximately 120 miles on maps 134

First crew away at 8:01 & scheduled to finish at 9:01

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

March Hare Primer

NO Entry Form NO Entry Fee NO Insurance

Novice & Expert Class

Individual or Team Entries accepted

Come and have a peek into the weird and wonderful world of the Table Topper

Tables will be provided

Marshals also required

A Visit to the Morgan Motor Company

Tara and I were recently in Malvern with a few hours to kill, so for a car enthusiast there was only one thing to do: we went to have a look at the Morgan car factory in Pickersleigh Road. The Morgan Motor Company was established in 1910 by Henry Frederick Stanley Morgan (known as "HFS") and is now unique because it is the only long-established British car manufacturer still owned by family descendants of the founder. But some recent shenanigans mean that for the first time in Morgan's 103 year history, there is no member of the Morgan family on the board of directors. In February or March last year Charles Morgan, grandson of HFS, was replaced as Managing Director by long serving employee Steve Morris, and Charles became Strategy Director. Then on 14th October, Charles was dismissed from the company and his appeal against this decision has been rejected (though he does retain a 30% shareholding in the company). Articles in the motoring press have speculated disagreement over: certain things he shouldn't have done without board approval, his support for Oak Racing's Morgan Le Mans cars and his desire to modernise the company. Exactly what was involved in his plans to 'modernise' Morgan isn't clear, but Charles has overseen the introduction of a range of much more expensive Morgans (with aluminium chassis and BMW engines) and the new Morgan three-wheeler, launched in 2011, that replicates the concept of the pre-war V-twin Super Sports model.

A sign at the visitor reception centre stated that the free museum was open, but factory tours were only available by prior arrangement. That didn't stop me asking and it was lucky I did, because a factory tour was due to start in half an hour and there were some spare places. We duly paid £12.50 each and had a snack in the cafeteria while we waited for the tour to start.

Our tour guide was Robert, who owns a 1960's Morgan 4/4 himself (with a Ford 1600cc cross-flow engine) and he started by showing us a film in which, rather ironically, Charles Morgan described the history and philosophy of the company. I asked Robert and a couple of other Morgan employees what they thought about Charles leaving the company; they were all tight lipped on the subject and I got the feeling they'd been briefed to say nothing.

Then we walked to the other end of the factory site where we were shown a row of about six Morgans. Some were race-prepared, and Robert described how the early Morgans were entered in many rallies and trials as a way of demonstrating their robustness and reliability. My favourite was a rare mid-1960's Morgan Plus Four Plus. This is a little known version with fully enclosed fibreglass coupe bodywork of which only 26 examples were built between 1963 and 1967. Very few were made because the car buyers of the time didn't perceive it to be a true Morgan; it was also significantly more expensive. But today they are sought after and highly valued.

Then we walked next door into the chassis build area. The starting point is a bare chassis bought in from an outside supplier. And the two types of chassis are very different! The traditional four wheeler Morgans, with Ford 4-cylinder or 3.7-litre V6 engines have a galvanised ladder frame steel chassis (with Z-section longitudinal members) that must be very flexible by modern standards. Whereas the Aero models, with 4.8 litre BMW V8 engines, have bonded aluminium chassis tubs, using technology similar to a Lotus Elise, to produce a much stiffer structure. One man builds each chassis, (suspension, steering, fuel tank, engine, gearbox, rear axle and wiring) to produce a "just about driveable" rolling chassis. This same man is then the first person to sign the individual build book that accompanies each car through the production process. These build books have all the information detailing the required specification for a particular car and they are signed in turn by all the workers who build it. You can pay an extra £198 to have a complete photographic record of the build of your very own Morgan.

A short distance down the hill was the body frame manufacturing area. All Morgans still use an ash frame to support the body panels and we saw the large jig where the rear wheel-arches are bonded, and the much smaller jigs for the doors. I was astonished at the multiplicity of shaped timber components within a Morgan door (it has curvature in both directions) and, with a side impact beam too, it must cost an absolute fortune to make them.

Further downhill is the body fitting area where the ash frames are mounted onto the rolling chassis. Then the aluminium panels are fitted, with a great deal of hammering and hand finishing to create flanges at the panel edges where they fit round the ash framework. I had hoped to see the wings and radiator cowlings being made in the traditional way by wheeling and panel beating by hand.

But even for Morgan this is now obsolete technology. All the panels with double curvature are now made off-site by Superform Aluminium in a process whereby heated sheet aluminium is formed by air pressure against body tooling of the required shape. When fitted with its complete aluminium body and all the panels are properly aligned, the car is then rolled by hand into the open air and across to the paint shop. Here the wings, nose and bonnet are removed and the car is masked up and painted.

After painting, the wings are re-fitted and the car is wheeled to the trim and final assembly shop. An area is dedicated to sewing the leather parts and making the soft tops. Alongside, the seats, trim, windscreen, lights, roof and various small parts are fitted to complete another new Morgan. Each car is then given a series of functional checks before a short test drive around the local roads.

We were also taken into a separate area of the factory where the Morgan 3-wheeler is built. When launched it was said that this tricycle would have a 115bhp Harley Davidson engine, but the production versions have a 2-litre V-twin built in America by 'S and S Cycle' of Wisconsin that produces a more modest 82bhp. S and S started as a tuner of Harley engines, but their own engine has a 56 degree V-angle versus 45 degrees for a Harley. There is a cushion-drive torsional damper behind the engine to smooth out the uneven torque delivery to the gearbox from the huge 1-litre cylinders. The 'box is sourced from the Mazda MX5 and the final drive to the wide rear wheel is via a bevel box and a toothed belt. What Robert didn't say was that the 2014 version has some upgrades that include:

- Handling improvements to reduce bump steer and make the steering less super-sensitive
- Changes to improve the reliability of the drive system behind the gearbox
- Strengthening of the chassis frame
- Isolation of the bevel box to reduce transmission noise
- An optional Urban Cooling Pack

The first two of these will be available (at a price) as retro-fit updates for owners of existing cars.

This part of the Morgan factory was very quiet during our visit. Maybe they were waiting for some of the new parts to arrive, but there are currently quite a few of these Morgan 3-wheelers available on the second hand market, so maybe demand has dropped after the initial flurry of great interest.

Then Robert told us the prices of the Morgan range (inc. VAT) and asked us which model we would choose if we had the money to buy a new one.....

- | | |
|--|---------------------|
| - The traditional 4-wheeled roadster models (1.6 or 2.0 or 3.7 litres) | £33,000 - £50,000 |
| - Morgan's New Plus 8 (an Aero aluminium chassis, with 367 bhp 4.8 litre BMW V8 engine, but traditional roadster bodywork) | £85,000 - £90,000 |
| - Morgan SuperSports coupe or targa (with 4.8 litre BMW V8) | £100,000 - £140,000 |
| - Morgan 3-wheeler (82bhp 2.0 litre V-twin) | £31,000 - £35,000 |

Interestingly only one person chose the 3-wheeler, about 25 percent chose the SuperSports and all the rest of us preferred the traditional Morgan roadster. That looked to be about the same ratio that they were building during our visit.

Personally, the thought of a new Plus Eight capable of 155 mph seems rather scary and I chose the traditional roadster. The 4-cylinder models give a 0-60 mph time of around 8 seconds with a maximum speed of 115 or 118 mph and that seems just fine to me.

At its launch it was stated that the 3-wheeler would have 115bhp, giving a 0-60mph time "estimated to be 4.5 seconds" and top speed "estimated to be 115mph". The production version has a lot less power but Morgan's web-site is still quoting those figures! None of the motoring magazines has published a full set of performance results, though What Car says the 0-60 time is "around 6.0 sec" and Autocar's road test quotes 8.0 seconds. And they gave it a 5-star rating! I wonder why no magazine has measured the maximum speed accurately, though there seems little doubt that it will exceed 100mph.

Finally we toured the small museum with several very early three wheeler Morgans on display and an accurate reconstruction of H.F.S. Morgan's office as it used to be. This excellent factory tour had taken about two hours, and it was full of interest, even for the non-car-enthusiasts among our group. Morgan's entire workforce is only about 180 employees and I hope this fascinating but anachronistic company continues to thrive in the face of ever increasing new car legislation.

Peter Riddle - January 2014

Preston

The Preston 2013

Jonathan Stimpson was alongside again to point me in the right direction. We were seeded, what I thought was a bit low, 17th. I think I had a point to prove in the rally! Scrutineering and noise went fine, as usual, and we waited for the off at 22:17. We were using Portuguese made Fedima tyres again, a very knobbly tyre indeed. We looked at what everybody else was using, and there were some weird looking makes on some of the cars. A marshal at the start said it was "The Rally Of Obscure Tyres" and I agree.

I am usually a bit slow out of the blocks but this year I was up for it right from the start and was going to go for it. The first section was Worlington, part concrete farm track, and part rough farm tracks. We had a slight overshoot stopping for a secret check, but other than that it was all good, and we only dropped 1 second, although some did clean it. 5th =. Owen Turner, last years winner, was fastest so went straight into the lead.

Freckenham: More of the same, with a very narrow section that was bumpy and slippery section. No drama. 6th

Badlingham: A section incorporating tracks across a stubble field. The start was manned by the SCCoN team, so after a bit of banter and a few pointers we were off. We messed up the first hairpin bend, overshooting the turn-in where we could have cut it early, and lost vital seconds. Towards the end we caught another car and as he pulled over to let us pass we ran wide and clouted the arrow pointing to the exit to the field, knocking the mirror in. We finished the section 1 second behind that car, so took 59 seconds out of him. 4th

Kentford: Nice to see David bell marshalling on this on. A new variation on this section with a new bridge to cross, a very narrow bridge that hadn't been used for a while by the looks of things. It was cautioned, so we were cautious, others were less so and paid the price by losing door mirrors. We were warned of an escaped pig where we ran down the side of a pig field, but didn't see it. Good job, didn't fancy having any bacon before the finish breakfast! All went well except where we entered the pig field. With a bang we clouted the bank in a narrow gateway into the field after getting out of shape under braking. We thought all was fine until after the event, when we realised it had dented the sill and bent the rear axle slightly, although it gave no problems for the rest of the event. 7th. By now Ian Ainsworth had overtaken Owen to take the lead by 22 seconds.

Herringswell: This was farm tracks, some concrete, some wooded tracks. And I think this was the one where Tony Hewitt and his family were doing the start. Quite uneventful, until the finish. A very fast approach to, with a massive bump shortly before. We hit it at great speed, and the car leapt into the air and came down at a less than straight angle which meant it took a bit of grappling to get it stopped in a straight line for the finish. The marshal was a bit vulnerable here as many cars came in a bit out of control. I wouldn't have been too comfortable standing there. 8th

A short break for petrol. Car 50 was making a name for himself, currently in third, Andy Smith obviously had a duff seeding. We were in fifth place, so I was very happy with that.



On to Berner's Heath. A section dropped last year due to the huge ruts. But as it's a byway, there is a 5 metre margin each side apparently, so were able to use the grass at the side. We set off at great speed, and very soon caught the car ahead. This was just as we entered the muddiest, sloppiest bit of track. He was not very cooperative and it took a while to get past. Every time we tried to overtake there was a massive hole or bump to that side. The lights were getting filthy, but thanks to the retro fitted spot lamp washers it wasn't too bad. We eventually got past once the mud had ceased, but lost quite a bit of time ☹️ The rest of

the section was narrow forest roads and wide sandy farm tracks, which went well. Annoyed about losing time

though. 5th

Kings Forest: This all forest section was nice. There was some grassy bits, gravelly bits and muddy bits. The worst bits were out of a couple of 90s where the previous 16 cars had created terrible washboards in the road from tramping. It was awful and nearly shook our teeth out. It must have been much worse for later runners. It was a long test and frustratingly we caught cars on narrow sections with little or no passing places. We did have a few moments as we tried to pass them though. There was a big jump that was highlighted in the drivers briefing as very bad. I didn't think it was and wished I hadn't backed off so much, as the car landed perfectly. I reckon it could have been "flat over jump!"

Ingham: Some very rough farm tracks on this one with some big bumps and holes. Started well as we caught the car ahead, he seemed to take a wrong turn at one junction at one junction and we nipped through. Then we had an overshoot and he caught up again. But then I put my foot down and pulled away, although it wasn't without drama as we had a bit of a tank slapper through a muddy hole. Other than that, all good, and we cleaned it. 1st =

The next section, Dukes Ride, was cancelled just as we were about to start it. Several cars were getting stuck and blocking the way. So that saved us getting in a muddle.

Foxpin: Known for being notoriously rough. This year some of the tracks had been graded, and some hadn't! The SCCoN team were running the start here too, so after a quick chat we were off. I took this one easy over the rough bits but pushed on the better stuff. There was several sandy bits in there which just sapped the power, so it was important to try and carry a bit of speed through this but we struggled. And the tramped bits were just appalling. Dave Bell was marshalling here too. 5th

The Euston section was huge with many miles of bumpy & muddy farm tracks on the Euston Estate. I really enjoyed this one but took a few risks in some corner cutting. We had a massive moment, where we were warned of deep water as we crossed a field. But there was no water, just a massive hole. But this was over a crest so unsuspected. We hit it at great speed, which kicked the back up and we came down on our nose. We managed to keep it pointing the right direction but it put the wind up us a bit. Unfortunately we did the same again when we used that track later. We were lucky but this hole put a few of the cars ahead of us out with front end and radiator damage. 4th but still 42 seconds slower than Owen!

Another petrol stop. We were now up to third, behind Owen Turner in the lead and Jamie Turner a minute ahead of us in second. Andy Smith was in fourth, about a minute and a half behind.

Now the final third of the event. Santon Downham: a mainly gravel forest roads section. It was nice and smooth and all was going very well, until we came to the end of the navigation. We were expecting to find the finish control but it never arrived. We hesitated, hoping to find it. Then Jonathan realised there was more navigation on the back of the page! We upped the pace a bit but were still only sixth fastest.



second place.

On to two new sections, Lynford and Ickburgh. Both forests, but with grass tracks, gravel tracks and concrete tracks. All were very slippery as there were a lot of leaves on these tracks, but they very fast in places! We had a few moments on the slippery stuff where the car wouldn't turn into junctions that were called late 😊 6th place (9 secs off fastest) and fastest, clean, along with 23 others! Unfortunately Jamie Turner dropped out here with damaged sustained on that bad Euston bump. This promoted us to

There followed a section across Methwold airfield, which was all concrete and ended with some very muddy, rough and rutted tracks. The airfield was incredibly fast, and even with a minor overshoot and a half spin we cleaned the section, along with 24 others! We were fortunate to discover we had a puncture on the transport section after the time control. Fortunate because it didn't happen on a competitive section and we lost no time 😊

Next, one of my favourites, Weeting. Rough, bumpy, rutted and narrow. This is the penultimate section and we were warned in the drivers briefing to back off on this one, in order to make it to the final section Elveden Forest. Needless to say, I ignored that. Again, the start was manned by the SCCoN team, so they were pleased to see us still running. Straight from the off it is rough but I kept my toe in. After about a mile and a half we caught a

Ford Puma, who wasn't very keen to move over. We decided to make our own track round him. It seemed like a good idea at the time, but could have been a bit risky. The grass was very long and goodness knows what might have been in there, but we got away with it. I'm not sure what the Puma driver's thoughts were as we passed. Just as we got to the last half mile, where it gets seriously narrow, we caught the Escort of Clive Baty, and with no way to pass, we had to sit right on his tail to the control, losing a bit of time. We ended up dropping 18 seconds to Owen here, but were still 49 seconds quicker than Andy Smith who was in third now.

And finally to Elveden Forest. Gravel, grass, mud, bumps and ruts. But still a nice section, quite long though. We still went for it, but pushed a bit too hard and missed a slot right and lost a bit of time turning round on the slippery grass. Some of the bumps were a little bit harsh, especially where we crossed other rutted tracks. It was a job to get slowed for these as it was so slippery. In the end it was still an ok time, third.

We got back to the finish and a hearty breakfast. Lots of discussion was going on over the times, which delayed the results considerably. Eventually they came out and we were staggered to be in second place. This is my best ever rally result, and on one of my favourite rallies it was extra special. Thanks must go to Jonathan for getting us round in one piece, pretty much. We were just over two minutes behind Owen Turner and just over a minute ahead of Andy Smith who ended up third. Ash Chapman in fourth was a further six minutes back, so it was fairly tight in the top three. This is twelve finishes out of twelve Prestons, so what happens next year on my thirteenth?

Thanks to all the marshals for standing out all night, there wouldn't be an event without you. (Photos by M&H)

Mark & Jonathan

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

The Organisers View

The idea of running another New Year Treasure Hunt started to form in the summer when we spied a date on a District Nurse's house and thought "that would make a good treasure hunt question" and little by little we started to piece together a route that would cause us the minimum of inconvenience to organise. So this was why we decided to make the start in Wymondham and then asked Martin and Christine if they would ask the White Horse at Trowse if they could accommodate us as a finish venue.

Our initial thoughts included a walk around Wymondham to start with to get everyone out in the fresh air for 20 minutes to blow out the cobwebs from "Old Years Night" before sitting in a car for three hours, so we spent a quiet Sunday morning ambling around Wymondham Cross looking for suitable pieces of information which we hoped would not be removed and/or tampered with before the event, and so the format was taking shape nicely.

That just left the route and navigation to be sorted and then a couple of runs around to identify suitable questions. With memories of the last New Year Scatter we organised that was blessed with a fairly heavy snowfall the night before it seemed a good idea to forget about collecting the traditional pieces of treasure and look for something else to occupy our entrants minds and hence the requirements to identify milestones and pubs along the route. We plumbed for a Treasure Hunt because it does not end up as a race against time at the end, like a Scatter does, and also the amount of travelling around the countryside is reduced. On the other hand it does require more organisational effort in paperwork to create the navigation, but that was preferable this time.

The first attempt at a route turned out to be rather too long with a fairly boring piece in the middle so something had to be done. The MSA require Treasure Hunts (TH) have an average speed requirement of 10 mph without any time penalties apart from arriving at the finish before everyone goes home. The idea of having a piece of Regularity came about as a bit of alternative entertainment for the fairly boring bit from Kettingham to Wreningham, and although not strictly within the rules of a TH it was not to be included in the results except as a tie decider. Thankfully it was not required, but hopefully it gave a bit of a flavour of the type of skills required for this form of rallying. The added bonus was that this piece of route could be included at a higher average speed, so bringing the overall required time down a little as we did not want to shorten our route too much. In the end we cut out the initial portion that went via Kimberley and Barnham Broom before going to Barford and it was good job we did because a couple of weeks before Christmas the Lotus Esprit that had been sat in a front garden for about two years, and was included in our questions, suddenly disappeared! This should have been the first clue to warn us that things could go wrong at the last minute without warning!

Between Christmas and New Year I was reading the EDP and noticed that Wymondham Cross hosted a Hunt meet on Boxing Day and the shadow crossed my mind that hopefully there would not be some other unknown event taking place on New Year's Day, but I put it out of my mind as being a negative grumpy old man and did not mention it to Gill.

You just can't imagine our dismay when we drove into Wymondham on New Year's Day to find it teeming with folks wearing "marshal's tabards" directing traffic, and our chosen start venue car

park absolutely overflowing with cars. Wymondham was the busiest we've seen it in 30 years! Now what are we going to do? After some frantic discussion we decide to scrap the Walking Hunt at the beginning so at least our entrants could sit in their double parked cars to plot the route, and be on hand to move if necessary, rather than driving around Wymondham looking for unobtainable parking spots, so that's what we did and I think everyone still managed to enjoy themselves.

Now in all the years we have lived around here we have never heard of this annual 10k run organised by the local Athletics Club, but to-day, 2nd January, when Gill goes to see her "best friend", which she has been doing regularly for the last couple of years, she says *"Oh yes that takes place every year, my son used to enter, I could have told you that"* aaaaargh!

Also if I had contacted the Police on 101, like we do for 12 car rallies, they would probably have told us to start elsewhere.

To add insult to injury it wasn't long before I was asked if I had an incorrect tulip in the navigation, and lo and behold, there it is #6 should be right at T jct. and it is shown as straight on, miss a right. How did that happen? I checked it several times and then Gill also checked it. I can only surmise that somewhere along the line I had made a change, and did not double check it with Gill. It's just doesn't work checking your own work. Now if that was not enough I was looking at the marked map I had put on the display for route checking and I've only drawn the incorrect road exiting Wymondham – now how on earth did that happen – it must be the onset of old age!

Then as the final straw there was a car parked in the very spot we had picked for the end of the Regularity, but happily he moved before the first car arrived, every cloud has a silver lining ☺

Now I have managed to make the whole event seem like a Brian Rix farce, but judging by the comments from our entrants at the finish everyone did seem to enjoy themselves, found their way around Ok, and all the questions had correct answers, but not necessarily on every answer sheet, so a big thank you to the Fakenham Flyers for being the only Team to correctly answer Gill's mega anagram.

Have a Happy New Year

Gill and Ian

PS I did hear Julian and Sara Riley say they would organise next year's NYTH, so we are looking forward to that.

Marshals Post

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

Other clubs:

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

Xpart Rally on Saturday 15th February based around Bury St Edmunds 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)

<p>The club runs a Marshal Championship, unfortunately the collector of points has had a bad 2013. If you helped out on any of the events listed below (or indeed any that are not listed) and would like to claim points please let me know – email – phone – pigeon post – bend my ear – take your pick</p> <p>Moving forwards this request will become a quarterly event</p>				
Other 1	Other 2	Trials 1	Trials 2	AutoSOLO
12-Jan MGJ Engineering Stages CMC	23-Jun Midsummer Classic SCCoN	01-Jan Seckford ECMC	20-Oct Ivinghoe FMC	17-Mar Waterbeach WSMC
16-Feb Xpart Endurance CMC	14-Jul Javalins Jumbo Targa CMC	10-Feb Brick Hill FMC	03-Nov Kensworth FMC	28-Apr Debden WSMC
10-Mar Woodbridge Targa CMC	22-Sep Mark Ellis Stages CMC	24-Feb Holbeck WSMC	17-Nov Lyng SCCoN	07-Jul Waterbeach ECMC
14-Mar March Hare KLDMC	10-Nov M&H Photography Targa CMC	10-Mar Harlton CCC	20-Oct Ivinghoe FMC	07-Sep Alcombury CCC
12-May Middlewick Stages MCAC	14-Nov Rally GB	14-Apr Wattisfield WSMC	01-Dec Wattisfield WSMC	27-Oct Debden WSMC
12-May South Suffolk Classic WSMC	15-Nov Rally GB	12-May Mile Tree FMC		
19-May Debden Targa WSMC	16-Nov Rally GB			
14-Jun Silverstone MGCC	17-Nov Rally GB			
15-Jun Silverstone MGCC	17-Nov Snetterton Charity Day			
22-Jun East Anglian Classic CMC	07-Dec Preston CMC			
22-Jun Wonderful Watton WTT	07-Dec Rockingham Stages MCAC			
23-Jun Wonderful Watton WTT	08-Dec Rockingham Stages MCAC			

Road Rallying 2013 Round Up

Quite a busy year:

14 National B Road / Navigational Rallies – 8 with Paul, 3 with Hugh, 2 with Geoff and 1 with Simon: 10 12 cars all with Alan (5 SCCoN and 5 KLDMC) – 24 events and only 1 non-finish.

5 Regional Championships:

ANWCC 9th o/a, 3rd Expert, 2nd Senior

ANCC 2nd o/a, 1st Expert

ANEMMC 4th o/a, 4th Expert:

EMAMC 2nd o/a, 1st Expert

Peak Trophy 4th o/a, 4th Expert

As part of my annual attempt to try and entice club crews to have a go at some Nat B stuff I'll summarise each event so you might have a bit of an idea what to expect if you take the plunge.

Bruce Robinson:

Lincolnshire: Plot & Bash: Smooth(ish) whites: Airfield Tests

Ryemoor Trophy:

North Yorkshire: Plot & Bash: Rough whites: Timing seems to be done from clocks running in a weird parallel universe

Myotis:

Salisbury Plain: Marked Maps: Unique event with all the competitive stuff on 'private' smooth(ish) tracks

Border 100:

Welsh Borders: Pre-plot: Lots of manned Passage Controls: Smooth whites but some rough yellows

Altratech 061:

Derbyshire: Road Book with easy Plot & Bash: Very rough whites: Couple of tests on private land

GPMC Memorial:

Lancashire / Yorkshire: Pre-plot: Smooth whites

PK Memorial:

Welsh Borders: Pre-plot: Lots of

manned Passage Controls: Smooth whites but some rough yellows

KE Derbyshire:

Derbyshire: Pre-Plot: Smooth(ish) whites: Timing done with a very stretchy piece of string: Very popular

Morecambe:

Lancashire / Yorkshire: Pre-plot: Very rough whites

Breidden:

Welsh Borders: Pre-plot: Lots of manned Passage Controls: Smooth whites but some rough yellows: Awesome test in the 'Woodyard'

Countdown:

Northumberland: Plot & Bash: Smooth whites: Unique way of recording code boards

Mercian:

Warwickshire: Plot & Bash: Smooth whites

Clitheronian:

Lancashire / Yorkshire: Pre-plot: No whites

Jackson Trophy:

South Yorkshire: Pre-plot: Smooth whites: Timing done with a stretchy piece of string

John Robson:

Northumberland: Plot & Bash: No whites: Very different approach to the use of code boards

Dansport:

Derbyshire: Pre-Plot: Rough whites: Timing done with another very stretchy piece of string: Very popular

Beaver:

Humberside: Plot & Bash: Smooth whites: Clocks not the most reliable

Missing from the list are

Lummies & Illuminations:

Cumbria / Lancashire / Yorkshire: Pre-plot: No whites: Timing varies between 'Road Rally' regularity and 'True' regularity

Breaking News:

For the more technically minded amongst you a new regulation (R.2.1.8 para 5) has 'sneaked' into

the 2014 Blue Book. Because of this: if you want to compete on a Welsh event in 2014 then you MUST run E marked tyres, not really sure what it means but it seems to have rattled the cages of one or two punters on the BRF.

This new regulation could well significantly affect ALL Road Rallying, watch this space.

MSA licence holders get a copy of the Blue Book but there are links on the MSA and club websites.

For anyone wanting to take the next step Welsh events are very Novice friendly and in my opinion would be the ideal place to 'give it a go', they do need you to provide a marshal but as long as I get plenty of notice I would be happy to come along as a marshal.

Navigation:

Plot & Bash varies from straight forward and easy (Altratech 061, John Robson) through straight forward and time consuming (Bruce Robinson, Ryemoor Trophy, Mercian, Beaver) to mensa (Countdown).

Pre-plot comes in 3 forms:

100% map references with anywhere between 1 and 2 hours to do the plotting at the start (Border 100, PK Memorial, Breidden, Morecambe, GPMC Memorial)

100% map references with the run out to do the plotting (Clitheronian, Lummies, Illuminations)

Format now common to Derbyshire events

100% map references for link sections (neutrals and transport) handed out at signing on

Competitive plot & bash to pre-plot on the run out and petrol (KE Derbyshire, Jackson Trophy, Dansport)



Below is a table listing events and relevant championships (some of the dates are based on last year).

The regs for the Bruce Robinson have been published and while I would not recommend it as a Novice friendly event (straight forward but time consuming navigation geared towards getting a result without any clock or distance trickery) it does feature in three of the Regional Championships and offers an opportunity to score marshalling points as well as having a look at what happens (it is also the closest event to Norfolk).

There are links to the Regional websites and an updated calendar on the club website.

Event	Date	ANCC (6 from 9)	ANEMMC (6 from 7)	ANWCC (8 from 24)	EMAMC (5 from 6)	Peak Trophy (2 from 2)
Bruce Robinson	1 st / 2 nd Feb	✓	✓		✓	
Ryemoor Trophy	22 nd / 23 rd Feb	✓	✓		✓	
Lummies	12 th / 13 th Apr			✓		
Myotis	19 th / 20 th Apr					
Border 100	3 rd / 4 th May			✓		
Altratech 061	17 th / 18 th May			✓	✓	✓
GPMC Memorial	14 th / 15 th Jun	✓		✓		
PK Memorial	28 th / 29 th Jun			✓		
KE Derbyshire	5 th / 6 th Jul	✓	✓	✓		
Beaver	19 th / 20 th Jul	✓	✓		✓	
Morecambe	26 th / 27 th Jul					
Breidden	23 rd / 24 th Aug			✓		
Countdown	13 th / 14 th Sep	✓		✓		
Mercian	20 th / 21 st Sep		✓		✓	
Clitheronian	27 th / 28 th Jun	✓		✓		
Jackson Trophy	4 th / 5 th Oct	✓	✓	✓	✓	✓
John Robson	1 st / 2 nd Nov					
Dansport	15 th / 16 th Nov	✓	✓	✓		
Illuminations	22 nd / 23 rd Apr			✓		
Preston	6 th / 7 th Dec					

2013 / 2014 12 Car Championship

Half Term Report

Top 5 after Round 3

o/a	Driver	1	2	3	Total
1	John Peterson	10	8	11	29
2	Robert Aldous	8	9	9	26
3	Dale Lawson	5	12	6	23
4	Alan Shrimpton		11	10	21
5	Gordon Shipley	1	10	9	20

Navigator	1	2	3	Total
David Mann	8	9	9	26
Liam Brett	5	12	6	23
David Bell		11	10	21
George Shipley	1	10	9	20
Ian Graham		8	11	19

Nov	Driver	1	2	3	Total
1	Dale Lawson	4	7	5	16
2	Gordon Shipley	4	6	6	16
3	Andrew Lawson	4	5	4	13
4	Tony Hewitt	4	4	4	12
5	Mark Annison	4		7	11

Navigator	1	2	3	Total
Liam Brett	4	7	5	16
George Shipley	4	6	6	16
Chloe Hewitt	4	4	4	12
Tony Headland	4	4	4	12
Brian Marquis	4		7	11

Int	Driver	1	2	3	Total
1	Julian Riley			7	7

Navigator	1	2	3	Total
Jonathan Stimpson			7	7

Exp	Driver	1	2	3	Total
1	John Peterson	7	5	7	19
2	Alan Shrimpton		7	6	13
3	Robert Aldous	6	6		12
4	Martin Newson			5	5
5	Chris More		4		4

Navigator	1	2	3	Total
David Bell		7	6	13
David Mann	6	6		12
Ian Graham		5	7	12
Ian Doble	7			7
Peter Riddle			5	5

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).

2014 Clubmans Championship

New Year Treasure Hunt

Results

o/a	Team	Part 1	Part 2	Miles	Pubs	Total	Tie
		88	70	6	20	184	
1	Julian, Sara & Josh	88	66	6	20	180	353
2	Mark, Sharon, Tim & Natalie	88	62	6	20	176	47
3	Trevor & David	84	56	4	20	164	63
4	Martin, Christine & Andrew	73	60	6	16	155	122
5	Geoff & Maggy	76	50	6	18	150	33
6	Peter & Tara	75	42	4	20	141	-18
7	Tony, Chloe & Freddy	56	35	4	20	115	-76
8	Pat & Tony	53	37	6	18	114	58
9	Howard, Carrie & Buddy	49	6	4	14	73	26
10	Stuart & Ann	59	3	-	6	68	152
11	Bernie & Maria	56	-	-	-	56	-
12	Paul	25	4	-	-	29	-

Well what to say? Not exactly what I was expecting BUT what was I expecting? It certainly cleared out the cobwebs; a sort of a cross between a conventional Treasure Hunt and a Scatter and a 12 Car. The start was a bit chaotic as Treasure Hunters and Athletes competed for parking spots as Wymondham Town Centre played host to two separate events resulting in the abandonment of the walking hunt around the town.

Keen to get out of the car park we were away before I'd read the paperwork properly, assuming that things would be straight forward, well they were once I'd got the hang of what we were supposed to be doing. Fortunately I'd spotted the bit about pubs and relied on Trevor's local knowledge to get us out of the town, the first clue should have set me straight but I'd gone for plot & bash for a bit of practice (not one of my better decisions as it turned out) and it wasn't really until we met Mark counting elephants that the penny dropped – the first of 3 major route re-traces for the four missed clues! We wasted a lot of time in Bawburgh fooled by an early answer to clue 36 convinced that the answers to clues 30 to 34 were in the village. Then I sent Trevor out into the rain reading Memorials when he had already suggested the answer to 39 would be in Hethersett and then we missed the milestone on the old A11.

The regularity was a bit of a laugh, amazed to be over a minute late. Things now got a bit character building as my Treasure Hunting experience all went seriously pear-shaped!

Managed to hand the answer sheet to Part 1 & Part 2 to Ian & Gill, went back to re-claim the sheet and then got confused counting Anglian Water pipes, let's just say that we arrived at clue 15 approximately 1 hour after leaving Ian & Gill with only an answer to clue 1 on the sheet – not only had we missed 13 clues but we'd also been well off-piste (twice). How could we have missed the blue clock? It was only as we were finally on the intended route coming into Swardston that I spotted 'The Drift' and thought 'that would be a good clue' and it was - number 15. By now we had seen every other hunter at least once and always travelling in the opposite direction, at least some of the clues were easier to spot travelling in the 'wrong' direction.

Sorry to everyone for delaying the results by our tardy arrival, fortunately it was getting a bit too dark to spot anymore clues or we might have been even later.

Congratulations to Ian & Gill for putting on something a bit different, the baton now passes to Julian & Sara.

Team Tiffey

2013 Clubmans Championship

End of Term Report

Top 10

o/a	Driver	ETC 13.1	AAC 13	11	ETC 13.2	16	Total
1	John Peterson	7	13	19	11	6	56
2	Jonathan Stimpson			16	5	5	26
3	Richard Leggett	13		6			19
4	David Daniels			11	4	4	19
5	Julian Riley				8	11	19
6	David Leckie	8	10				18
7	Rob Kitchen			14			14
8	Georgina Riley				6	8	14
9	Geoff Bateman		8	4			12
10	Andrew Lawson			10			10

Not the most inspiring of years with ONLY two events organised by the club:

Snetterton Production Car Autotest with 11 entries from club members

Lyng Garage Trial with 5 entries from club members

Is it worth it?

2014 has ONE event on the calendar
(but it will have taken place by the time this is published)

other possibilities: Targa type event at Brandiston

sealed surface Production Car Autotest at Snetterton

Trial at Lyng

But will organisers be willing to step forward with the probable responses being:

Brandiston is a bit rough and limited

Snetterton is too expensive and difficult to get to for an early evening start

Lyng what is a Trial

The events are put on for club members to take part in

WHAT DO YOU WANT

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)

Miscellaneous



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T: +44(0)1328 855595

W: www.norfolkclassiccars.co.uk



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

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

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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)

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/201401.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/

**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