

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

April 2014



6th Flying Scotsman

Events in April

**Thursday
17th April**

**Natter &
Noggin**

**White Horse,
Trowse**

**Sunday
27th April**

**Debden
Autosolo**

Carver Barracks

**Contact
David Bell**

Editor

Martin Newson
01502 716280

Spotlight articles should be emailed to:
cjnewson32@yahoo.co.uk

or mailed to:
Spotlight,
32 Queen Elizabeth Drive,
Beccles,
Suffolk
NR34 9LP

Contacts

Pat Ward

Management Team

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Social Secretary

Membership Secretary

Child Protection

Web / Chief Marshal

Company Secretary

Committee Members

Martin Newson

cjnewson32@yahoo.co.uk
01502 716280

Howard Joynt

howardjoynt@googlmail.com
07917 060052

Peter Riddle

clubsecretary@sccon.co.uk
01953 601174

Lynne Wellbelove

lynnewellbelove@btinternet.com
01953 483640

Andrew Lawson

compsecretary@sccon.co.uk
01692 598291

Howard Joynt

howardjoynt@googlmail.com
07917 060052

Julian & Sara Riley

01953 850808

Christine Newson

cjnewson32@yahoo.co.uk

David Bell

percy@sccon.co.uk
01603 720871

David Leckie

01603 893294

Trevor Addison

Mark Annison

Bernie Fox

Mike Lambert

Dale Lawson

Peter Riddle

Gordon Wellbelove

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Downloads available:

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

[WSMC Debden AutoSOLO and Autotest
Regs](#)

[AGM Agenda](#)

[FMC Debden AutoSOLO and Autotest
Reg & Entry Form](#)

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

[Peoples Choice Car Show
Entry Form](#)

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**

Please join us at the White Horse on **Thursday 17th April** for the next Natter & Noggin

Diary Dates

Thursday 17th April
Club night at the White Horse, Trowse

**Sunday 27th April
Debden AutoSOLO
West Suffolk Motor Club
2014 AMSC AutoSOLO
Challenge Round 1**

Wednesday 7th May
Management Meeting

Thursday 15th May
AGM at the White Horse, Trowse

**Sunday 18th May
Debden AutoSOLO
West Suffolk Motor Club
2014 AMSC AutoSOLO
Challenge Round 2**

Wednesday 4th June
Management Meeting

**Sunday 8th June
Debden Targa
Falcon Motor Club
2014 AMSC Targa Rally
Challenge Round 2**

Thursday 19th June
Club night at the White Horse, Trowse

Marshalling

Marshal Points:

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

Sunday 27th April
Debden AutoSOLO
Carver Barracks
(nr Saffron Walden)
West Suffolk Motor Club

Sunday 11th May
MiddleWick Stages
MOD Woodbridge
(nr Ipswich)
Middlesex County Auto Club
Green Belt Motor Club

Sunday 18th May
Debden AutoSOLO
Carver Barracks
(nr Saffron Walden)
Falcon Motor Club

Sunday 8th June
Debden Targa Rally
Carver Barracks
(nr Saffron Walden)
West Suffolk Motor Club

Saturday 21st June
East Anglian Classic
Chelmsford Motor Club



[White Horse, 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	Paris to Peking		Guest Speakers: Peter & Allison Cotes
Friday 31 st January	12 Car	12 Car	Mark & Lorraine Annison
Thursday 20 th February	Table Top Rally	Clubmans	David Bell
Friday 28 th February	12 Car	12 Car	Bernie Fox & Trevor Addison
Friday 14 th March	March Hare		David Bell
Thursday 20 th 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
Sunday 6 th July	Regularity Taster	Clubmans	Ian Doble
Thursday 17 th July	Club night		
Thursday 21 st August	Club night		
Thursday 18 th September	Club night		
Thursday 16 th October	Club night		
Thursday 20 th November	Club night		
Thursday 18 th December	Club night		

www.scccon.co.uk/SCCoN2014Calendar.htm

Date for the Diary

Regularity Taster

Sunday 6th July

More details next month

Editorial Chair

Martin Newson

No April Fools Here.

Here is this month's news!!!!!!!!!!!!

I forgot to remind you in the last newsletter that your club fees are do now, it should have been at the beginning of April. We have managed again this year to hold the fees at £14 and £18, it will not last for ever.

You can help the club by taking your copy of the newsletter by that email type thing; you would normally get your newsletter a few days earlier and in full colour. Of course if enough do we will be able to keep the fees down for the 2015 season.

With the AGM just around the corner we should be looking forward as well as the year of motor sport just gone. During the last year we have not been running quite so many events but we have been involved with lots more as marshals, competitors and organisers.

At the moment like most other car clubs we are suffering from the lack of new younger members coming forward to get involved with the running of the club and its events. Please have a think about it if you would be able to step forward to support SCCoN in the 2014/ 15 season as a management team member or as an event organiser. You would not be thrown in the deep end, we will be able to help and support you all the way.

Please show your support of the current team by joining us at the AGM in May.

Trials at Wattisfield, run by West Suffolk Motor Club on the scramble circuit using five different sections.

Six club members made the journey to North Suffolk border to marshal and Dave Leckie made the trip to take part on the day. With the damp conditions making the early running a bit trying.

Bryan Tooke, Christine and myself were looking after the same hill all day, and we were able to make changes as required between each run of the test. The test started with a steep down hill section, turning left then up the hill turning right down again and up the other side. It would appear that there was a very damp and muddy patch in the middle and this is where a lot of entries got stuck.

Bryan and I helped as required push the stuck cars out. Bryan suffered most by body meeting mud on at least six occasions I think the count was four on the back and two on the front, it was fun to watch (ask Christine as more than once the laughter was too much and nearly brought her to tears) but not so much fun to be in that position. A good day was had by all



Two weeks later and the marshal team was out again at Woodbridge for the Chelmsford Targa Rally.

I decided to find a car to have a go with new to motorsport Jordon Southgate to navigate.

Jordon has been out with us marshalling but never to sit in a car on a competitive event. I think it was a bit of a shock for Jordon but I think he did a excellent job with only the odd left and right mix-up. Hopefully he will come out again soon. Our result was about half way through the field with 36th out of 75, not too bad a result.

Christine and the rest of the marshalling team did have a quite an interesting end to the day but coped with the problem very well and were thanked for doing so.

The next event for our team is the WSMC Autosolo and Autotest at Debden on Sunday 27th why not come along and help or even have a go instruction on all aspects is free just ask us.

Regards Martin Newson your chairperson.

It is that time of year again!!!!!!!

Your Membership to the Sporting Car Club of Norfolk was due for renewal at the end of March.

£14-00 for a single person and £18-00 for family.

Our management team is the same as you and has to pay the membership fee, being on the management team carries no privileges on any front.

Everyone's membership is due for renewal on April 1st, please send it into Sara Riley at The Thatched Cottage Bond Street Hingham

Please make the cheque out to Sporting Car Club of Norfolk Ltd

If paying by bank transfer or by standing order please let Sara know (via e-mail where possible on sara@riley4740freeserve.co.uk) this will ensure minimal delay in sending your membership card to you. Lynne only receives quarterly bank statements and it can take some time before information reaches the Membership Secretary.

BACS Payments Bank Account details Sort Code 55-61-18 Account No 11252154.

Sporting Car Club of Norfolk Limited

Annual General Meeting

Thursday 15th May 2014.

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

AGENDA

- 1 Welcome and introduction**
- 2 Apologies for absence**
- 3 Minutes of the Annual General Meeting of the 16th May 2013**
- 4 Chairman's Report – M. Newson**
- 5 Competition Secretary's Report – A. Lawson**
- 6 Treasurers Financial Report and Presentation of Accounts – L. Wellbelove**
- 7 Re Election of Auditors**
- 8 Re Election of Club President and Vice Presidents**
- 9 Re Election and Election of Members of the Council of Management. In accordance with the Articles of Association all Members of the Council of Management are to retire and are eligible for re election**
- 10 Any other business**

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

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

Wonderful Watton

**The Sporting Car Club of Norfolk
in association with Watton Town Team
are pleased to invite you to bring your car to the
Peoples Choice Car Show
in Watton on Sunday 22nd June**

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

Watton has closed the roads for a motoring event!

From 08:30 to 11:00 the High Street will be occupied by competitors for the Midsummer Classic Run organised by SCCoN.

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

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

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

The centre piece to this day will be a display by Classic Team Lotus.

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

We hope to put on a Competition Car display so please get in touch if you have a car that would fit in this area.

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

Entries for the ***Peoples Choice Car Show*** will be limited to 100 cars so please enter early using the Entry Form.

Final details will be sent closer to the event.

Please contact the Entries Secretary Mr. Howard Joynt.
peopleschoicecarshow@gmail.com
07586 366931

Midsummer Vintage and Classic Car Run Sunday 22nd June

Starting Le Mans style from Watton High Street

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

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

All cars completing the route will be given a memento

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

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

Finishing at Sandringham House

LATEST NEWS

At the finish entrants will be able to access the House, Museum and Gardens at a discounted rate

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



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& Sports Cars
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Behind Fakenham Auto Electrical

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



The sixth running of the successful SOUTH SUFFOLK CLASSIC, organised by West Suffolk Motor Club and Eastern Counties Motor Club will be on **SUNDAY 11TH MAY.**

Sunday 11th May is National Mills Day and this will be the theme for the event.

For the first time the event is included in the **HISTORIC RALLY CAR REGISTER'S** series of Classic Tours and we are hoping to attract more participants as a result of this. To encourage entrants, we have moved the start west to **THE GRAFHAM WATER CENTRE**, Marlow Park, Grafham, PE28 0BH (MR 153/165682)



There will be a short run out to the first checkpoint at Houghton Mill, a National Trust site between Huntingdon and St Ives.

The mill situated on the Great Ouse was almost demolished but saved by local villagers and restored to working order. The mill should be working on the day.

Also in the village of Houghton is a traditional village garage occupied by Beers and specializing in restoration of and race preparation of classic MGs.

After leaving Houghton the route will meander through the picturesque countryside of Cambridge and West Suffolk.

Euston Watermill will be the final checkpoint before participants travel the short leg before arriving at the South Suffolk Show at Ampton, near Bury St Edmunds, for the traditional parade in the Grand Ring with commentary and interviews.

Total mileage will be around 100 and timing will be such that participants can decide whether to motor on and get to the show early, or take their time enjoying the sights and checkpoints.

Joint organizers, Eastern Counties Motor Club and West Suffolk Motor Club will be displaying members competition cars, including Historic Rally Cars, on their stand at the Show.



ERA The 6th Flying Scotsman

4th – 6th April 2014



Julian & Georgina Riley

1938 Riley Lynx Sprite 12/4

24th o/a and 3rd in class



EDP Thursday November 17th 1983 provided by Jonathan Stimpson

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Eastern Daily Press

Lights: 16.29-06.52

THURSDAY, NOVEMBER 17, 1983

Tough try-out for Skoda rally car



John Haugland B
 Norwegian rally driver John Haugland.

The car which will spearhead Skoda's assault on this year's Lombard RAC Rally was put through an unglamorous last-minute dress rehearsal in Norfolk yesterday.

World class driver John Haugland headed for muddy, pot-holed farm tracks and the bumpy course of an old railway to make a final performance check on the souped-up Skoda 120LS saloon he will be competing in.

They proved an ideal testing ground, for when the big event gets under way this weekend he expects to encounter equally tough terrain — and much worse.

Skoda are entering three 120LS cars in the five-day rally. All have been shipped to King's Lynn from the company's factories in

Czechoslovakia, then prepared at the big Skoda depot in the town.

Yesterday's trials took place just a few miles outside Lynn. Remound cattle looked on from a safe distance as Haugland hurled his car expertly into 90-degree bends at breakneck speeds, near steep drops into water-filled dykes.

MUD-CAKED

At the end of the exercise the car's previously gleaming white paintwork was caked with mud, but it will be smartly turned out again today for a special event-only inspection at Skoda's Lynn depot.

The Skodas are competing in Group A, for the up to 1300cc class. Cars in this category are treated to specification in the family saloons which can be bought from showrooms.

Even so, there are numerous features which clearly distinguish them from the ordinary road-going car — not least the extra power

luxury trim and interior door are forsaken. The driver and co-driver have to be securely cradled in a sturdy metal cage. In their bucket seats they wear safety harnesses rather than conventional seat belts.

RADIO UNITS

Three types of radio intercom units have been installed in the Skoda rally cars to aid the tricky business of communication during the competition.

Exposed components underneath the cars are protected with thick metal shields to combat the ravages of mud, mud and water.

The Haugland, a 37-year-old Skoda dealer from Norway, it will be his eleventh RAC rally. It heads a multi-national Skoda team of six which includes 24-year-old woman, Monik Leibert, from West Germany.

A back-up squad, including a team doctor, will be with them at the way.

Skoda are looking for their eleventh class win in the RAC rally in as many years.

The rally starts and ends at Bath, and takes in the Mullings North, southern Scotland, the Lake District and Wales.



Driver John Haugland slides the car round a tight bend during trials near King's Lynn yesterday.

Article taken from the April 1954 edition of Motor Sport provided by Leigh Trevail

S.C.C. OF NORFOLK PANCAKE RALLY (Feb. 21st)

There were over fifty competitors in the Sporting Car Club of Norfolk's annual C.I. Pancake Rally. Several of the competitors were members of invited clubs, representing the Thames Estuary, West Essex, East Anglian, Eastern Counties and Peterborough Car Clubs. Amongst the cars entered were Jaguar XK120s, one of the new Austin Healeys, driven by members of the United States Air Force, several Dellows and a complete variety of other cars, open and closed.

The cars left Norwich at one minute intervals, maintaining an average speed of 24 m.p.h. to Snetterton Race Track, where two tests consisting of driving and reversing round pylons took place. The route then went north, covering secret check points, as well as other time controls, the cars stopping for lunch at Watton.

There was one soft and very muddy cross-country section, which resulted in many cars losing their average speeds. Those cars with low ground clearances were travelling on their chassis in places, some baulking those competitors behind. Jimmy Risk, however, in his Zephyr took the section at full throttle, passing others by way of the banked sides when necessary. The average was then increased to 30 m.p.h. back to Snetterton, with more driving tests, and finally to Caister St. Edmunds. The smaller cars had the advantage on the driving tests, and as fifteen of the competitors lost no marks on the road section, the awards were decided by the test times. The Dellows put up the fastest times in these, the Austin Healey which had in use the normally "locked" bottom gear proved to be very steady on cornering with plenty of power for this type of event. Local club member R. Stanforth, in his 1947 Morris Eight, was extremely fast and neat in the driving tests, gaining third place in general classification. Amongst the competitors taking part were Bill Banks of the Peterborough Motor Club, who was last year's runner up in the Tulip Rally, also J. Risk who did well in this year's Monte Carlo Rally.

Results :

Team Prize : "Teacakes" from Thames Estuary Auto Club—Mrs. E. Price (H.R.G.), D. S. Price (Dellow, supercharged) and A. E. H. Parsons (Dellow).

Winner Pancake Trophy : A. E. H. Parsons (Dellow).

Class Winners—Up to 1,200 c.c. open : A. E. H. Parsons (Dellow) ; 1,200-1,900 c.c. open : R. Troughton (M.G.) ; over 1,900 c.c. open : J. Clarke (XK120) ; up to 1,200 c.c. closed : R. Stanforth (Morris 8-h.p.) ; 1,200-1,900 c.c. closed : G. H. Woodcock (Morris Oxford) ; over 1,900 c.c. closed : G. Terry (Citroën).

Specials—D. Price (supercharged Dellow).

Coupe de Dames—Mrs. E. M. Price (H.R.G.).



Loughborough Car Club

The Metric Services Easyrarity Rally

Sunday 18th May

Dual permit event combining easy daylight regularity and simple grass tests on a smooth field

Clubmans Historic Road Rally

Clubmans Navigational Road Rally

Historic and modern cars

Expert and Novice classes

Pleasant days motorsport aimed at Novices and Beginners with Experts welcome to join in the fun

Regulations, Entry Form and Information at <http://www.loughboroughcarclub.co.uk/>



King's Lynn & District Motor Club

Spring Treasure Hunt

Sunday 27th April

£6 per car

Start from St Nicolas Retail Park, Edward Benefer Way, King's Lynn. PE30 2HY (Farm Foods, Wickes etc) (132/621210)

Finish at The Black Horse public house, Castle Rising. PE31 6AG (132/667247)

Most of the route will be clearly marked on supplied maps, but there may be sections to follow on route instructions alone.

Map: OS 1:50000 map 132. (A map will not be necessary, but may be useful.)

First car 2pm

Open to everyone, membership of a motor club is not a requirement.

Regulations, Entry Form and Information at <http://www.kingslynndmc.co.uk/>

Marshals Post

Upcoming club events – Midsummer Classic

Other clubs:

Debden Autosolo and Autotest on Sunday 27th April at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club

MiddleWick Stages on Sunday 11th May at MOD Woodbridge (nr Ipswich) organised by Middlesex County Automobile Club & Green Belt Motor Club

Debden Autosolo and Autotest on Sunday 18th May at Carver Barracks (nr Saffron Walden) organised by Falcon Motor Club

Debden Targa Rally on Sunday 8th June at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club

East Anglian Classic Historic Road Rally on Saturday 21st June organised by Chelmsford Motor Club

Hutton Kitchens Brands Hatch Summer Stages on Sunday 24th August 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.scccon.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.scccon.co.uk/SCCoNCalendar.htm)

Odds & Sods

Website	<i>The technology behind the current website is well past its sell-by-date and a major overhaul is underway. The plan is to release the new look website after the AGM. Anyone interested can have a sneak preview at www.scccon.org.uk/scccon. Any comments would be welcomed, especially any technical problems.</i>
Facebook	<i>Do you think the club should have a Facebook page? Are any members Facebook users? Following on from the success of last year's Watton Weekend perhaps Facebook would be one way to spread the word.</i>
12 Cars	<i>Time for a change for the 2014 / 2015 12 Championship, new rules, new regulations, new calendar and a new co-ordinator – anyone interested?</i>
Clubmans	<i>(aka Summer Series) Poor show for the 2014 Championship and time for a change and a vacancy for a new co-ordinator – anyone interested?</i>
Chief Marshal	<i>Another vacancy – anyone interested?</i>

North Yorkshire Classic

North Yorkshire Classic Rally – HRCR Round 2

So I opened the rally pack to find the road-book and test diagrams etc., when three sets of rally plates appeared, two of which had a 5/5 symbol. Thinking these were probably intended for a marshal crew I handed them, with the numbers, to Jim so he could sort them out and affix them to the car. Later at the Crew briefing we learnt that these were for the crews who had entered all five of the rallies, so they were to commemorate Jim's loyalty, as this was only my third attempt, but it was a nice touch.

With a good showing on the last outing we were looking forward to tackling the promised six Regularities and 13 tests around the Howardian Hills and Vale of York. With the event finishing with an hour long plot and bash Regularity all the crews were expecting a "sting in the tail". The reality was in fact a "rude awakening" on the opening plot'n'bash Regularity!

This was an "all roads" with just nine tulips, but not all roads were included and it used a private white that was not highlighted as such in the hand-out. Within a few miles we meet the Powleys in their Porsche heading towards us while we investigate a cul-de-sac slot right in Newton on Ouse. The whole Regularity was the subject of much debate at the mid-morning coffee break as navigators compared notes on how they dealt with the uncertainty of knowing whether or not they were on the correct route, and the relief when a Control came into view early in the white, although further doubts were soon raised as the clock was 30 seconds "out"!

Next up are four tests on Tholthorpe airfield. Publicised as fast and flowing the reality is lots of cones and an intricate layout on an incredibly greasy, muddy and very slippery surface. The intricacy soon catches us out and we are reversing and trying to "unwind" ourselves onto the correct route and end up with a test maximum for wrong test. Not a particularly auspicious start, but there is a long way to go so not to worry too much and enjoy ourselves. The remaining three tests go without incident which rebuilds our confidence before we set off for our morning coffee.

After the usual "what ifs" discussions with our fellow competitors we set off for the second Regularity which fortunately has been pre-plotted onto the map and takes us to test 5 in a farm yard in the village of Kilburn. If we thought the previous tests were slippery then this was like sheet ice, although in fact it was cow sheet. We even had a stop astride inside one of the sheds with cows happily eating their feed either side of the car within touching distance! Thankfully, this was negotiated quite respectably without drama, and we are straight off to Regularity 3 using the road running along the bottom of the White Horse and across to Byland Abbey before finishing near Helmsley and the "Tradesmen's entrance" to Duncombe House. These last couple of Regularities have been fairly straight forward compared to the first one with respect to speed changes and our biggest penalty over the three of them has been a 3 on the eight intermediate controls so we are fairly happy, as we enter the park for the four tests before lunch.

I was not sure what to expect having had a quick look on Google-earth prior to the event, but the reality is forest like tracks of broken tarmac and gravel mixed surfaces with some very rough and pot-hole sections that cannot be attacked without some possible damage to the car. Again these tests are very slippery and tight between the cones, but with plenty of trees to avoid as well. In fact there were at least a couple of MGB's showing evidence of contact with the timber at the lunch halt. The first of these tests included a couple of stops to record passage checks with code boards that are located so only the driver can see them. We have a good clean run through them and settle down to lunch of soup and sandwich in the visitor centre café that is being run very efficiently by the staff and we engage in more swapping of stories of the morning's activities.

The fourth Regularity starts on the B road northwest of Helmsley and takes a circular route anti-clockwise back to Duncombe House via the Caydale ford all cleverly defined by one map reference and direction of departure. After I waste a few minutes misreading the map reference as 895 rather than 859, I eventually sort out the route in time to cope with the speed changes and we drop a 2 and 4 respectively at the two controls, and then it's back for a repeat of the previous four tests. Once again these go without a hitch and we manage to take several seconds out of our first runs, although we apparently touched a cone on the first one.

Now all we have is two more regularities to the finish. Number 5 is pre-plotted on the map, but has a complicated array of speed changes to manage, so I ask Jim to try to get on time fairly smartly as we have the first one about a mile or so down the road. Imagine my surprise when we set off like a scolded cat, and before I know it we are about

20 seconds ahead so stop at the change point for me to gather myself together, and then I go and miss it by two seconds and finally manage our worst set of penalties with an 8, 1 and 8 on the three IRTCs. You just can't get the experienced staff these days! It does not seem a lot, but the Crew that topped the Regularity penalties only dropped a total of twenty seconds across the seventeen controls on the event, so every second really does count.

The last Regularity is totally plot and bash with hand-outs at each control, and I always look forward to these as the SCCoN 12 cars has provided the ideal experience. It is not the sting in the tail we all expected and turns out to be a fairly simple run through the flat-lands of the Vale of York. We end up with a penalty of 11 across the five controls and while a couple of the folks ahead of us drop down with mistakes, and we finally finish 14th overall.

Without the 30 seconds additional penalty for the wrong test at the beginning we would have scrapped into the top ten again, so another good days sport.

One final lesson to learn is always check the interim results no matter where you think you may finish. When I looked we had been given a 4:04 penalty at one IRTC rather than 4 due to the results team misreading a marshal entry on our timecard which pulled us up from 23rd.

Well that's it for three weeks before we venture back up north for the Ilkley Jubilee, based in Harrogate.

Jim and Ian, Car#12

Table Top Teasers (1) & (2) Solutions

I know at least two people had a go so just in case anyone else did ...

Teaser (1) - ten coded spot heights – the ten numbers listed are the ISBN-13 codes for OS Landranger Maps with the Sheet Numbers giving the Spot Heights – 21, 15, 27, 13, 45, 32, 25, 47, 18, 37. An example of a 'modern' route card solved using the interwebby – put any of the 13 digit numbers into Google and somewhere on the first page of results should be the clue to the solution.

Teaser (2) – are you sitting comfortably? The clue is a dictionary definition of WEND. The solution is to depart grid squares on the road colour represented by the letters where

W = yellow

E = white

N = brown

D = red

with the dots showing Spot Heights on route. An example of an 'old school' route card solved my using the 'little grey cells'. Spot Heights in order 45, 34, 51, 56, 45, 54, 64, 65, 68 to finish on the A1075 in Shipdham (no longer a PH)

2013 / 2014 12 Car Championship - Overall

Final Championship Scores on the Doors:

o/a	Driver	1	2	3	4	5	Total
1	John Peterson	10	8	11	9	11	41
2	Gordon Shipley	4	10	9	11	9	39
3	Alan Shrimpton		11	10	8	8	37
	Robert Aldous	8	9	9	11	7	
5	Dale Lawson	5	12	6	6	10	34
6	Mark Annison	6		12	8	6	32
7	Tony Hewitt	7	5	5	12		29
8	Andrew Lawson	2	7	2	4	6	19
9	Chris More		3		3	12	18
10	Geoff Bateman	9	6				15
11	David Leckie	4			4	4	12
	Jonathan Stimpson	12					
13	Peter Riddle	11					11
14	Ian Woodley		1	3	5		9
15	Julian Riley			8			8
16	Jim Deacon				7		7
	Martin Newson			7			
	Rob Henchoz		4				
19	Jon Bray	4					4
	Pat Headland		2	2			
21	Simon Dent	3					3
22	Lee Hunt				1		1

o/a	Navigator	1	2	3	4	5	Total
1	George Shipley	4	10	9	11	9	39
	Ian Graham		8	11	9	11	
3	David Mann		10	10	11	10	37
4	Liam Brett	5	12	6	6	10	34
5	Chloe Hewitt	7	5	5	12		29
6	Jonathan Stimpson		8	7	8		23
7	David Bell		11	10			21
8	Brian Marquis	6		12			18
	David Smalley		3		3	12	
10	Dan Wright	2	7		2	6	17
	Ian Doble	10			7		
12	Peter Riddle			7		8	15
13	Josh Ward	12					12
14	Carole Holmes	11					11
15	Damian Conway		1	3	5		9
	Maggy Bateman	9					
17	Katy Leckie				4	4	8
18	Amy Henchoz		4			3	7
	Tony Headland	3	2	2			
20	Lorraine Annison				6		6
	Nick Dunkley		6				
22	Dan Hilton			4			4
	Declan McGee	4					
24	Peter Maeder-Smith				1		1

2013 / 2014 12 Car Championship

Drivers

1st o/a John Peterson

2nd o/a Gordon Shipley

3rd o/a Alan Shrimpton

1st Expert John Peterson

2nd Expert Robert Aldous

3rd Expert Alan Shrimpton

=1st Novice Dale Lawson

=1st Novice Gordon Shipley

3rd Novice Tony Hewitt

Navigators

=1st o/a George Shipley

=1st o/a Ian Graham

3rd o/a David Mann

=1st Expert David Mann

=1st Expert Ian Graham

3rd Expert David Smalley

=1st Novice George Shipley

=1st Novice Liam Brett

3rd Novice Chloe Hewitt

2013 / 2014 AMSC Trials Challenge

Round	Date	Venue	Organising Club
8	23 rd March	Wattisfield	WSMC
9	6 th April	Ivinghoe	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

Round	Date	Venue	Organising Club
1	27 th April	Debden	WSMC
2	18 th May	Debden	FMC
3	20 th July	Woodbridge	ECMC
4	14 th September	tbc	CCC
5	2 nd November	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)

2014 AMSC Targa Challenge

Round	Date	Venue	Organising Club
1	30 th March	Woodbridge	CMC
2	8 th June	Debden	WSMC
3	13 th July	Wethersfield	CMC
4	31 st August	tbc	WAC
5	9 th September	Woodbridge	CMC

CMC (Chelmsford Motor Club) **WAC** (Wickford Auto Club) **WSMC** (west Suffolk Motor Club)

Miscellaneous



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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	29/01/14	D3
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	B3
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	11/11/13	D3
156	Saxmundham, Aldeburgh & Southwold	28/05/13	B3


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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

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