

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2014



Midsummer Vintage and Classic Car Run

Events in July

**Tuesday
15th July**

**Production Car
Autotest**

Snetterton Circuit

**Contact
David Bell**

**Thursday
17th July**

Natter & Noggin

**White Horse,
Trowse**

**Contact
Howard Joynt**

**Sunday
20th July**

**Woodbridge
AutoSOLO**

MOD Woodbridge

**Contact
David Bell**

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Dale Lawson
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Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Chief Marshal

Social Secretary

Membership Secretary

Child Protection

Web

Company Secretary

Committee Members

| | |
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Downloads available:

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

[Snetterton Production Car Autotest
Regs & Entry Form](#)

[Easy Peasy Table Top Rally
Regs](#)

The website has been updated

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 July** for the next Natter & Noggin

Diary Dates

Sunday 13th July
Javalin's Jumbo
Targa Rally
Chelmsford Motor Club
2014 AMSC Targa Rally
Challenge Round 3

Tuesday 15th July
Snetterton Production Car
Autotest

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

Sunday 20th July
Woodbridge AutoSOLO
Eastern Counties Motor Club
2014 AMSC AutoSOLO
Challenge Round 3

Wednesday 6th August
 Management Meeting

Thursday 21st August
Table Top Rally
White Horse, Trowse

Wednesday 3rd September
 Management Meeting

Thursday 18th September
 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 Maggy Bateman.

Sunday 13th July
 Javalin's Jumbo
 Targa Rally
 Wethersfield Airfield (nr Braintree)
 Chelmsford Motor Club

Sunday 20th July
 Woodbridge AutoSOLO
 MOD Woodbridge (nr Ipswich)
 Eastern Counties Motor Club

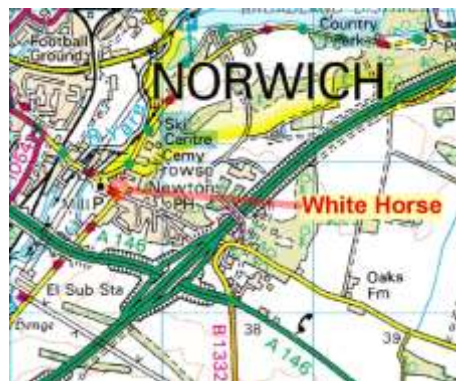
Sunday 24th August
 Hutton Kitchens
 Brands Hatch Summer Stages
 Chelmsford Motor Club

Natter & Noggin

Thursday
17th July

White Horse
Trowse

[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 th 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 12 Car | Clubmans | Ian Doble |
| Tuesday 15 th July | Production Car Autotest | Clubmans | David Bell |
| Thursday 17 th July | Club night | | |
| Thursday 21 st August | Table Top Rally | Clubmans | David Bell |
| 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.scon.co.uk/index.html

The Chairman's Recovery Report July 2014.

Well here we are as I write this we have just finished running the Classic Car Run for 2014, we will have a full report in a few lines time. I had better start with events early in the month.

Wednesday June 4th 2014

The first management meeting after the AGM, at this meeting we check if the current team wants to stay on for another year. This year one or two of the 2013/14 team have stood down and we have gained one new member, full details next month. I have been retained as chairman for the next 12 months as well as Lynne Welbelove as or long suffering treasurer. As I said full details next month.

Sunday June 8th. Venue Debden near Safron Waldon. Targa Rally Round 3.

West Suffolk Motor Club had quite a good entry for this round of the Targa Series of about 40 cars of all shapes and sizes. As we/they had some noise issues on the last Autosolo round they decided to run only two tests driven three times in the morning and the opposite way through three times in the afternoon.

During the week before the event BBC Radio Norfolk contacted me regarding a radio programme they wanted us to take part in on the following Thursday. As a build-up to the programme I invited their reporter Edd Smith to come down Debden to see how a clubman's event is run and meet the people which take part.

He had limited time on Sunday morning, but he did make the journey down to Debden I greeted him at the gate. As we drove to the pit area I made arrangements for us (me and Edd) to drive one of the tests.

Edd did some interviews and chatted to some of the West Suffolk team, we then made our way towards test that Christine and I were marshalling on. Making a detour on the way to see Tony Hewitt and steal his car to drive the test in. Edd was now in a little bit of shock as I would drive the test first then he was going to get a go.

With words of wisdom being recorded as we drove to the test start and during the drive it was going to be fun, launching the Suzuki off the line Edd was trying to keep up with the instructions. To be fair he did quite well, but with the corners coming up fast and me hanging onto the handbrake at every opportunity it was a bit of a struggle at times.

A quick drive back to the test start and swap seats, adjust seating positions and carefully place the recording equipment so it doesn't fly about the car while Edd was driving. Before we move away a few words of wisdom about trying to over drive Tony's car and we are away.

I had to give navigational instructions, hold the microphone between us and try to keep Edd calm and not hit anything all at the same time (now I know what a navigator has to do each time they go out). We did manage to complete the test. We delivered the car back Tony who was doing the finish timing of this test in one piece. It took Edd at least five minutes to stop shaking. We then completed the interviews for the day.

The rest of the day seemed to be quite quiet compared to this.

A link to the results can be found on our web pages.

Sunday June 22nd Venue Watton High Street SCCoN Classic Car Run

I would like to say straight from the start that I am so proud for our club and everyone involved with the classic car run this year

I would like to say a big thank you to Chris Edwards, he struggled with the authorities regarding the road closure order for this years start, but after a bit of negotiation we had it in place. Then just before the event he had to go in for a major operation, meaning that he had to get all the paperwork and people before his extended rest.

I for one was amazed to see him in the high street at 7.15am and apparently he was there all morning giving interviews and keeping things in order. Well done mate.

Christine was soon set up in Paul Adcock's electrical shop with signing on ready for the first of the Classic Car Runners, and they were soon coming through the door.

By this time I had already made my first trip down and up the high street and by 11.00 I managed this another five times. With the marshalling team in place cars were being parked in the high street or in the vet's car park depending on which event they were entered in.

The first cars were meant to be away at 9.45, but as normal nowadays most seemed to want to finish their coffee and breakfast before leaving. Most seemed to get the idea that we needed to make a start, and with the cars not leaving in start time or number order no one worried to much. All cars were away by 2 minutes to 11.00 as planned.

There was only a short run out before the first check point at the Arms, then another 15 miles later a second on the other side of the village.

Then there was a good run out to Denver Sluice not slice as I put it in the road book.

Most entries took the chance to have a look around and have their picnics or go to the pub, windmill or golf club before the run out towards the next check point at Marham and onwards to the finish at Sandringham.

Christine and I arrived at the finish with about 15 cars due to finish, and it seemed most of the cars were parked on the Queen's lawn.

As you can read below the whole thing went down very well with the car owners.

Hopefully everyone will be back next year.

More thanks. To Christine as you know my wife, she put in loads of work on the day and the week before. Christine had to put up with my P.E.T. (pre event tension). Thank you

Some of you might know but most of you don't that Phil Webb put the route together including securing the use of the private land. Lots of work, phone calls and visits. Thank you Phil

Lots of entries said it was the best Classic Run they have ever been on, how do you follow that. We will give it a go on June 21st 2015.

Got any ideas on places to go?

Dear Martin, Suzanne and army of helpers,

Many thanks for a superb run yesterday. The best ever.

The start, route, lunch-stop and finish were appreciated by everyone we spoke to. It was probably the most relaxed run we have been on (and we have done many!). The dogs appreciated a walk in the forest and we were lucky enough to pick a path with many wild flowers and butterflies.

Well done to you all.

Regards,

Mike and Mary plus old Smudge and young Fliss.

Hi Suzanne

Just a note to say thank you for a super day. We all thoroughly enjoyed the whole day, seeing all the cars at the start, the run through the battle area, and then completing the course to end at Sandringham. Please pass on our thanks to all who organised what I am sure will be a great annual event in our calendar.

**Many thanks
Anne**

Snetterton Production Car Autotest

Tuesday 15th July 2014

Annual visit to Snetterton Circuit for an all tarmac
Production Car Autotest.

Documentation from 17:00.

All tests to be finished by 20:00.

Further information from David Bell

☎ 01603 720871

💻 percy@sccon.co.uk

Chance to use the online Entry Form on the [website](#)

Easy Peasy Table Top Rally

Thursday 21st August 2014

White Horse, Trowse

Promise that it will be easier than my last effort

19:30 for 20:00 start

Further information from David Bell

☎ 01603 720871

💻 percy@sccon.co.uk

Chance to use the online Entry Form on the [website](#)

Midsummer Vintage and Classic Car Run



Thanks to Suzanne for the photos

Marshals Post

Maggy Bateman

Upcoming club events – Snetterton Production Car Autotest

Other clubs:

Javalin's Jumbo Targa Rally on Sunday 13th July at Wethersfield Airfield (nr Braintree) organised by Chelmsford Motor Club

Woodbridge AutoSOLO on Sunday 20th July at MOD Woodbridge (nr Ipswich) organised by Eastern Counties 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 Maggy Bateman on 01379 783142 – there are also links on the Marshalling page on the club website (www.scon.co.uk/html/marshalling/marshal.html) 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 Other Club Dates page on the club website (www.scon.co.uk/index.html)


First Aid Course 2014

We have booked Burstall village Hall for Sunday September 28th for the First Aid Course.

I hope we can get up to 12 people to come and enjoy this fun day.

Please contact me, Martin Newson or Christine on

 01502 716280

 cjnewson32@yahoo.co.uk

We can then add your name to the list.

Hughes Rally

The Hughes Rally, 1st June 2014

Just for a change this was a fairly uneventful day out for us with a satisfying 6th overall and 2nd in class which is keeping us up the sharp end of the championship table.

We were seeded at #2 behind John Ruddock and Andy Pullan in their Mk1 Escort. John is a demon tester and Andy is a very sharp young man on the maps so a very difficult crew to beat and they were the eventual winners followed by Howard Warren and Ian Tullie in their 911.

The trip calibration took a couple of goes and really we wanted a half digit to be exact, but nevertheless it did not cause us any problems on the day. A nice touch for this event was that no information was handed out until the start so we could have a sociable evening without having to worry about plotting or marking up tests. The road-book was handed out an hour before our due start time which allowed time to plot the first morning and afternoon Regularities and mark up a few of the tests, so at 9.02 we were off on the first Regularity, that started at the exit of Ashford football Club grounds. The first control was Ok but the last two gave very spurious results when checked against the ideal times, and this left everyone puzzling about their performance as we waited to go into the first set of three tests. These were around an industrial estate between Rye and Rye harbour and caused us a few opportunities.

On the first test we missed the last cone and went hunting around piles of pallets until we re-traced our steps and eventually found it! We were fortunate here only getting a test maximum as we took well over this by the time we finished and at the end of the day our little excursion only cost us about 15 seconds. Our next challenge was finding the next test as we proceeded to get thoroughly confused trying to find it. Thankfully, we sorted out these next couple of tests Ok with a 4th and a 9th quickest.

Between the fun and games I had been plotting the next Regularity which was five prints of kilometre squares and their order of visiting and took us back into the heart of Romney Marsh which is very like the fens around Downham Market with lots of very bumpy and narrow yellows. The difference being they are wigglier and with lots of spring growth the visibility at junctions was almost non-existent at times. This went quite smoothly and at the finish there was time for refreshment at a filling station before the start of Regularity C. The first part was a pre-plot of grid lines while the second half was herringbone handed out as we started. I can't remember any difficulties along this one either so it was soon back to the start for lunch.

Regularity D started the afternoon session with hand-outs for Regularities E and F at the start and the route took us west from Ashford away from the marshes to a series of four tests. The first of these was around a farmyard complex and the second a disused brickworks. The first went well and we had a top five place, but I got a little disorientated on the second and lost my place, but thankfully Jim remembered where to go and corrected me on lefts and rights. This slight hesitation dropped us to 21st fastest on this test just 6 seconds behind Ruddock/Pullan! A transport section took us to Headcorn airfield for two grass auto-tests. Both were fairly simple but quite long at around a minute each. Jim seems to like the grass and we are third on the first and ninth on the second which sets us up for the last two Regularities. The first is a Jogularity to be driven "as seen" and I'm not a particular fan as I like to know where I am on the map. This is a 34 minute section and requires total concentration on my side to make sure I don't wrong slot and get completely lost, so I'm very

relieved to get to the end fairly unscathed. Then it's just a mile or so to the start of the last with a fuel stop on the way. Again this is a two part affair; the first half hand-out of map features was given to us as we left lunch so I've had time to plot it, and then the second part navigation was handed out as we left the start, again map features.

In the end this had nine speed changes with five controls over an hour's motoring. The first ITC caught me out (and several others too) as it was just around a corner on the approach to a tricky looking junction onto a main road. We got suckered into a white on the right where a Policeman was having words with a young car driver, but as we crossed the road I realised my mistake and set eyes on the control. We dropped 13 seconds here, but luckily the Organisers had arranged for the largest lateness penalty to be dropped, so we had a lucky escape and benefited from a zero for the error!

The rest of the section went fairly well without any errors, but a total of 16 for the five controls is not good enough when the winners are only dropping eight! Now the pressure is off and it's just the run to the finish. I take my eye off the map while I'm calculating our penalties and the next thing I know we are "lost". It takes me a little while to realise we have been suckered left when we should have slotted right! It's just a short drive back to the finish for some refreshment and a look at the results to check for timecard errors, and all looks good with a likely 7th place so we take the opportunity of an early start to head for Norfolk not knowing what the Dartford crossing would be like.

In the final analysis the deduction of greatest lateness helped us gain a place, so all in all a good day's entertainment. We will miss the East Anglian Classic, but out again on the Ross Traders in July.

Jim & Ian

Visit to Prodrive

Peter Riddle

Recently I visited one of Britain's top motorsport companies - Prodrive at Banbury. Their web-site says:

"Since 1984, Prodrive has won six World Rally titles with Subaru; four British Touring Car championships with BMW and Ford; class wins at Le Mans with Ferrari in 2003 and Aston Martin in 2007 and 2008; as well as the Le Mans Series title in 2009. In 2004, the BAR Honda F1 team, managed by Prodrive, finished runners up in the F1 Constructors' Championship."

It's a much bigger establishment than I had expected but they're about to move to another site in Banbury because they've just sold their current premises (adjacent to the M40 motorway) to Marks & Spencer.

At the start of the tour we were shown round their super little museum. The cars on display were:

Ferrari 550 Maranello GTS Le Mans 2003 class winner (during 2001 -2004 they built 10 of these cars)

Mondeo BTCC car (ex Alain Menu) – that has won more BTCC races than any other single car

Honda BTCC race car

Two Aston Martin class winning Le Mans cars

French Rally championship winning BMW M3 (ex Francois Chatriot)

Subaru Legacy rally car (ex Ari Vatanen)

Colin McRae New Zealand Rally winning Subaru Impreza

Richard Burns 2000 Safari Rally winning Subaru Impreza

Metro 6R4 rally car (ex Jimmy McRae)

Porsche 911 SC RS rally car (ex Saeed Al Hajri, Middle East Rally Champion in 1984 & 1985)

Current WRC Mini Clubman 4x4

BAR Honda F1 car

Subaru-based 345bhp Prodrive P2 road car - our tour guide Jackie estimated its worth at £2.5 million. They were happy for us to sit in any of them except the BAR, so I tried Richard Burns' Subaru and I was pleased to find that the driver's seat and seating position are perfect for me.

Apparently when BAT gave them the F1 car, they were disappointed that Honda wouldn't let them have an engine. All the other cars are in full running order, but if they had a Honda F1 engine, I guess they'd also need an army of Honda technicians to run it. Maybe Honda were wary that Prodrive might take it to bits.

Dave Richards, the company chairman has set out various policies to ensure the company is run in a very professional way, for example:

- All cars have to be reversed into their parking spaces (including visitors such as us!)
- Every phone call is answered by a person.
- No e-mail can have words emphasised in capitals because that might be considered rude by some.
- The completion of each assembly (engine, transmission, harness, etc.) is the responsibility of one person.

Jackie told us that when Colin McRae was rallying for Prodrive, his driving was really exciting for the whole workforce but his cars were very rarely useable for even one more rally! Back in 2008 it was a very sad day for Prodrive when Subaru withdrew from the WRC, and subsequently 300 people were made redundant.

Nowadays Prodrive supply merchandising items (clothing etc.) for Land Rover, Mercedes F1 and Red Bull F1 and several others they can't mention. They also manufacture some low volume production parts for upmarket Range Rovers and components for the airliner and aerospace industries. These other businesses help to spread their financial risk.

We were shown the build process for a WRC Mini Clubman from start to finish. The amount of work involved is quite astonishing. That helps to explain why a 330bhp WRC Mini costs about half a million pounds (ouch!). Or you can buy a second-hand 2011 car (ex-Dani Sordo) for half that.

I was interested to learn that the rally Mini's under-shields are made from a heavy alloy (not composite) to ballast the car up to the minimum weight of 1350kg (inc. crew) and to keep the C of G as low as possible.

But this is not their fastest Mini as a 500bhp Prodrive rallycross Mini Clubman 4x4 will do 0-60mph in under 2.0 secs. And you save a bit of money versus the WRC car because it 'only' costs £380K. All its outer panels are made from (expensive) carbon fibre and they are readily changeable because they get damaged so often.

Another success story is their Aston Martin V8 Vantage GT4 clubman spec racer - they've built over a hundred of them (including its "N24" predecessor). This model was launched in Dubai in 2009 and you can see its spec. on the following web-site: http://www.astonmartinoman.com/v8v_vantage_gt4.htm

If any SCCON member wins the Lottery, it's priced at £120K which I suppose is not too bad when you look at the price of a new Aston (£90K plus), the racer's specification and the man-hours that go into building one. Dave Richards has a blue one that he races himself, and it gets hired out as well.

Finally, we were shown four Aston Martin Vantage V8's being prepared for the LM GTE classes in this year's Le Mans 24 Hour Race (the number 99 car has since been withdrawn after a crash during first qualifying). Prodrive run 24 hour tests on their Le Mans engines (half on an engine dynamometer and half in a car) to ensure they can last the distance. Their early ones didn't and they had to make some improvements to the V8 cylinder block to achieve the reliability and durability needed for such a gruelling race.

A neat touch is that their Le Mans Astons have a vertical row of three lights behind the doors to show the car's current position in its class. If only one light is on, it means that the car is currently leading its class.

As we were leaving, the huge support trucks were being loaded up with myriad wheels and tyres and the mass of support equipment required at Le Mans. I'm looking forward to the race and I hope they can get a class win.

It was definitely "a good day out".

Peter Riddle Jun 2014

Found on the internet.....



"Go on, Go on!"

"Go on" is a frequent shout from a stage rally navigator who is urging his driver to save a few more seconds. But did you know that when The Goons (Michael Bentine, Spike Milligan, Harry Secombe and Peter Sellers), first wrote a letter to the BBC in the 1950's, one TV executive asked "who are these go ons?"

Here are a few short poems by the irrepressible Harry Secombe.....

Percy the pub cockatoo, would always turn the air blue,
 "Hell and damnation," the landlord said in frustration,
 And filled Percy's beak up with glue. (No..... not our own SCCON 'Percy')

Forgive me for asking you this, said an anxious young turkey from Diss,
 I've been invited to dinner, by someone called Winner,
 Do you think I should give it a miss?

Aim between two lights like a giant, and stand tall and defiant,
 Said a crafty young toad, to friend on the road,
 As towards them sped a Reliant.

Welsh Place Names

In the 1970's I competed in a lot of road rallies in Wales. We weren't very good at Welsh pronunciation, so we said the place names as if they were English words. So 'Bwlch-y-groes' became 'bulky gross' and 'Melin-y-wig' became 'melon earwig'. But no rally that I competed on ever went through the village of 'Llareggub' as found in the writings of Dylan Thomas. Read it backwards and you'll realise that it's a fictional village.

Jimmy

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 | 30 th August | tbc | WAC |
| 5 | 9 th September | Woodbridge | CMC |

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

Miscellaneous



Classic Car Specialists

General repairs for all makes & models of classic & vintage cars

Unit 6b, Garrood Drive, Fakenham Ind Est, Fakenham, NR21 8NN

Behind Fakenham Auto Electrical

M: +44(0)7867 516281

E: Rob@NorfolkClassicCars.co.uk

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 | 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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 info@nearandfarfakenham.co.uk

 www.nearandfarfakenham.co.uk

*“At your service, ready when you
are!”*

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

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



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

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

Payment by Paypal, cash or cheque thanks.

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

Car Storage, North Suffolk (IP13)

01379 388400

storage@amazoncars.co.uk

- Dry & airy
- 1000m² building, occupied daily
- 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

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