

SCCCL Spotlight

The Newsletter of the Sporting Car Club of Norfolk

September 2014



***Rob & Ian
St Wilfrid's Rally***

Events in September

**Sunday
14th September**

**Wethersfield
AutoSOLO**

RAF Wethersfield

**Contact
Martin Newson**

**Thursday
18th September**

Natter & Noggin

**White Horse,
Trowse**

**Contact
Howard Joynt**

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

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280
Mark Annison

Peter Riddle
clubsecretary@sccon.co.uk
01953 601174
Lynne Wellbelove
lynnewellbelove@btinternet.com
01953 483640

Andrew Lawson
compsecretary@sccon.co.uk
01692 598291

Maggie Bateman
chiefmarshal@sccon.co.uk
01379 783142

Howard Joynt
howardjoynt@googlmail.com
07917 060052

Grace Philp
01953 887153

Christine Newson
cjnewson32@yahoo.co.uk

David Bell
percy@sccon.co.uk
01603 720871

David Leckie
01603 893294

Trevor Addison
Mike Lambert
Dale Lawson
Gordon Wellbelove

President

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)

[2014 / 2015 12 Car Championship Rules](#)

[2014 / 2015 12 Car Championship Points](#)

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 18th September** for the next Natter & Noggin

Diary Dates

Wednesday 3rd September
Management Meeting

Sunday 14th September
Wethersfield AutoSOLO
Cambridge Car Club
AMSC AutoSOLO
Challenge Round 4

Thursday 18th September
Club night at the White Horse,
Trowse

Wednesday 1st October
Management Meeting

Thursday 16th October
Club night at the White Horse,
Trowse

Friday 17th October
12 Car Round 1
P & H Novice

Sunday 19th October
GoMotorsportLive! EAST
Snetterton Circuit

Sunday 19th October
Kensworth Trial
Falcon Motor Club
AMSC Trials
Challenge Round 1

Wednesday 5th November
Management Meeting

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 14th September
Wethersfield AutoSOLO
Cambridge Car Club

Sunday 21st September
Cadman Construction
Woodbridge Stages
Chelmsford Motor Club

Friday 17th October
12 Car Round 1
P & H Novice

Sunday 26th October
Lynn Charity Stages
King's Lynn & District
Motor Club

Sunday 2nd November
Debden AutoSOLO
West Suffolk Motor Club

Sunday 9th November
Woodbridge Targa Rally
Chelmsford Motor Club

Sunday 16th November
Clubmans Series Round 6
Lyng Trial

Natter & Noggin

Thursday
18th September

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 ^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 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		
Friday 17 th October	12 Car	12 Car	David & Katy Leckie
Sunday 19 th October	GoMotorsportLive!		Martin Newson
Friday 7 th November	12 Car	12 Car	
Sunday 16 th November	Car Trial	Clubmans	David Leckie
Thursday 20 th November	Club night		
Friday 28 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 18 th December	Club night		

Editorial Chair

Martin Newson

Chairman's report (getting ready to take a third of the management team to Mull)

Here we are in September, I know I should not say this but I know Christmas is coming as Strictly has started on TV and that lasts until Christmas.

I am sorry that this newsletter is later than normal, it is all my fault as work has started to get in the way of what I want to do and I have not been home much during the last few weeks to do anything.

Just a couple of notes:

We need your entries for the 12 car series but don't forget to leave your spotlights at home for now.

We need loads of help on our stand at Go Motorsport Live 19th October so contact me as soon as possible you know where to find the numbers.

To Motorsport matters:

This time I will start by looking forward to the next two months.

As you read this I have started to panic, as I / we would like to have a car ready for the next Woodbridge Rally run by Chelmsford Motor Club to give the car a shake up for the Mull Rally two weeks later.

We have gone down an engine size or two back to 1400 from 1800cc and had it rebuilt by friend, along with a rebuilt gearbox and diff we need to see if it will hold together for the 60 miles or so of Woodbridge before the 150 miles of the bumpy roads of Mull.

September 21st Cadman's Woodbridge Rally, contact Maggy and volunteer to marshal and watch your chairman make a fool of him-self (I know of a good place for tea coffee and cakes).

October 4th Christine and I start making our way north to catch the ferry at Oban for the short trip to Mull. A few days relaxing before the rest of the team join on Wednesday evening for the build up to the Mull Rally.

October 10th Nerves kick in and rally starts for us around 10.00pm, event reports should be on face book and twitter through the night.

October 11th Leg two, daylight stages.

October 12th Leg three, the last stages finish around 4am, few hours sleep then catch the ferry home around 9.30am.

October 13th write a report on the Mull Rally and (hopefully) tell you how well we did this year.

October 19th GO MOTORSPORT day at Snetterton (see the note from one of the regional Go Motorsport representatives below)

Dear all

On Sunday 19th October at Snetterton circuit, the Association of Eastern Motor Clubs (AEMC), Auto-Cycle Union (ACU) and Go Motorsport are holding Go Motorsport Live! East, an event to showcase and encourage people into motor sport.

The event has free entry, free passenger rides, live demonstrations and a focus on two and four wheeled motor sport within the east. There will be stands covering all aspects of motor sport and information on competing, marshalling, rescue, organising and volunteering opportunities to show how easy it is to get involved. If that isn't enough, there's also the backdrop of a championship race meeting being held by the Classic Sports Car Club on Snetterton's 200 circuit, where the action is guaranteed to be fast and furious.

If you're looking to get involved in motor sport and want to find out more, there will be plenty of attractions, stands and people to give you all the information you need to know. If you're already involved in motor sport, why not tell your friends, family and work colleagues about the event? It's a great opportunity for you to be able to show people what it actually is that you spend your spare time doing and encourage more people into the exciting world of motor sport. It will also be a good opportunity to see different motor sport disciplines, perhaps ones you haven't seen or tried before, so there really will be something for everyone. An electronic version of the event flyer is attached to this email, and we also have printed copies. If you would like any, please get in touch. The flyer can also be viewed here.

To register for your free ticket, head to GoMotorsport.net and click on the News tab and follow the links to 'Register now for FREE Go Motorsport LIVE! – East Tickets!'

Tickets will be emailed out a few weeks prior to the event.

*Best wishes,
Suze*

Go Motorsport Regional Development Officer, London and the South East

We then find ourselves into the Trials season plenty of events throughout the next few months, dates and venues to follow.



GoMotorsportLive! EAST

Sunday 19th October 2014

Snetterton Circuit

The principle objective of the show is to encourage people to get involved in motor sport in any form; that is any discipline and any involvement including competing, marshalling, organising etc.

To get the message over a series of live demonstrations of each discipline will run to a timetable on the 100 circuit.

AutoSOLO demonstrations will go on non-stop all day with visitors having an opportunity to sit next to a driver through the test.

To support the live demonstrations and to provide visitors with an opportunity to talk over the reality of involvement (what it means, what it costs, how to get involved etc.) there will also be a number of static stands run principally by local clubs.

Anyone interested in a particular discipline will be directed to a particular stand where there will be information to look at and 'experts' to talk to.



Look after the club stand

Drive your car around the AutoSOLO / Autotest type test

Load passengers into the cars

Promote the club


Attractions

Classic Sports Car Club meeting on the 200 circuit

AutoSOLO
Rallying
Sprinting
Motorcycling
Karting
Trialing
Marshalling

Sporting Car Club of Norfolk
Chelmsford Motor Club
Borough 19 Motor Club
Auto Cycle Union (Eastern)
Hunts Kart Racing Club
West Suffolk Motor Club
t.b.c.

YOUR MOTOR SPORT JOURNEY STARTS HERE!




Snetterton Circuit 19th October 2014



GoMotorsport Live! EAST

- **FREE** entry to pre-registered ticket holders
- Car and Motorcycle Club Stands
- Live demonstrations on both two and four wheels
- **FREE** passenger rides

Register for your **FREE** ticket at GoMotorsport.net
For further information email info@gomotorsport.net



IMPORTANT

ALL participants (Volunteers and Visitors) MUST register for FREE entry

Marshals Post

Maggy Bateman

Upcoming club events – P & H 12 Car, Lyng Garage Car Trial, Waveney Mushrooms 12 Car

Other clubs:

Wethersfield AutoSOLO on Sunday 14th September at Wethersfield Airfield (nr Braintree) organised by Cambridge Car Club

Cadman Construction Woodbridge Stages on Sunday 21st September at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club

Lynn Charity Stages on Sunday 26th October at MOD Sculthorpe (nr Fakenham) organised by King's Lynn & District Motor Club

Debden AutoSOLO on Sunday 2nd November at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club

Woodbridge Targa Rally on Sunday 9th November at MOD Woodbridge (nr Ipswich) 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.scccon.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.scccon.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 or Christine Newson on
☎ 01502 716280

✉ cjnewson32@yahoo.co.uk

We can then add your name to the list.

FOR SALE

Rover 25 1400cc (O2 reg)

Done only 32000 miles accident damaged but starts runs and drives
(front end damage + rear bumper)

Tail gate and all doors not damaged good alloy wheels and tyres.

Sell complete or may break if enough interest?

Offers Phone 07836 518300

Vale of Clwyd

Vale of Clwyd- Round 9 HRCR.

This has become my bogey event and I so do want to do well on it, and again it was a navigational disaster. The only silver lining to the very dark cloud was that Rob is still grinning over our test performance, 10th fastest out of 70 starters so not too shabby, and the miles of regularity in Clocaenog forest which was just as good if not better than the tests. So even though our overall result was cr*p being 39th we did have a great day's motorsport, apparently! 😊

Anyway to begin my sorry tale; we set off from Rob's about 10.30 on Friday morning in his PV544 for our journey across to Wrexham. The weather steadily improved until the sun was shining as we sat in the queue waiting for noise testing. Formalities completed and the calibration set, it was back to the hotel for some plotting, dinner and test marking-up.

The plotting consisted of the second half of Reg1 described with map symbols, which was Ok. Then all of Reg 2 which was grid lines plus a portion of not as map, "follow arrows as no road on map" and finally Reg 6. a 31 bone herringbone. Well this herringbone would not work, so we aborted it for dinner and then returned later. We eventually decided it must be wrong in the middle, so we would sort it out to-morrow. Meanwhile Rob was visibly wilting before my eyes after the six hour drive over so he was "sent to bed" and I carried on marking up the tests. While I was doing this a text came through from the CofC apologising for the herringbone error and to delete the 4th miss left bone and all will be well, and it was.

The day of the rally dawned a bit misty but dry and cleared up to a beautiful sunny day. We had the usual pre-rally discussion about how navigationally demanding this event was, and that we need to concentrate on not making mistakes and not worry too much about time. The rally started with a test in a forest car park and the jogularity hand-out for the first half of the first Regularity was handed out as we set off from the test finish.

Well the first instruction was 0.99 miles slot left. We got to 0.96 and passed a slot left, immediately talked ourselves into going back for it and that the trip must be out and subsequently discovered we had missed ITC1A that was through a hole in the hedge at 0.99miles. This is all just mind games; why we doubted the trip or the information is beyond me, and Rob, we did not even reach the instructed distance before we aborted – ridiculous! The knock-on to this was that my Jogularity mileage was around 0.07 miles "out" and so we missed an entrance into a private house and consequently picked up a WD at ITC2 for wrong approach – we should have gone into the lay-by drive! Once we finished the Jogularity and got back on the map things improve and the rest of Reg1 goes OK. Although I discovered to-day, Monday, after I had plucked up the courage to actually look at the results, that we had been given two bogus minutes at the next two controls as well, so what a disastrous start!

The coffee stop gives me an opportunity to plot Reg 3 which is coloured road junctions and goes on the map OK then it's off for two tests, the first around a fairly big concrete farm yard and buildings followed by second along some park land tracks on the same estate. Both go well with no errors, although I did get a little anxious as we approached a 90R with a big oak tree on the outside and Rob was not for lifting very significantly, good job too as he was right – spot on.

Reg 3 starts at the exit of the test site, and after about 2 miles disappears into the forest to follow

arrows. The first ITC is just behind a hole in the hedge, and we are a tad early, but no matter we need to get our finger out along the forest track as the next ITC is bound to be at the exit. So this 28 mph regularity is a “go as fast you can” mini stage, and we end up being 19 seconds late. The remainder is traditional yellows and our timing is pretty good on the next two with a 1 and a 4, but then a meeting with a local just before the next one cost us 15, and the remainder of the regularity must be scrapped because of a recent landslide closing the road.

Next up is a series of eight tests. Avid readers of my reports may remember that last year I reported on having a Regularity through someone’s “garden” and there being a Spitfire on the lawn. Well apparently the residents enjoyed it so much they wanted a test this time, as last year it was all too pedestrian, and that’s just what they got; in fact almost a slalom around the Spitfire, what a blast this one was.

Test 5 was back in the forest on some very green and little used tracks that were very narrow with overhanging bracken and brambles. Nothing too difficult but it included a really long right hander that was about a third of a mile long that required a fair bit of blind faith. Rob did a good job getting into a high gear and just keeping the tail out of the ditch most of the way round, although it did try to drag us in once. On the next run through, T6, we take 11 seconds out of our previous time, but touch a cone which is 10 second penalty, but looking at our results now I see we have been “given” the cone on T5, and given our T5 time for T6 – so we end up with an extra 10 second penalty, weren’t we lucky ☺.

Test 7 is a mega big grass test which requires a gentle approach and delicate touch on the handbrake. Since our last event together Rob has moved the spare wheel and tools into the back seat from the boot and this seems to have helped reduce the pendulum effect and the car is much less tail happy than previously. We get around without any mistakes, so off for the next one. Looking at the test diagram it looks quite flowing, but when we get there it is just the opposite with a very compact layout. It’s so tight we need a reverse and second bite of the cherry to loop one of the cones, still at least we get it right. A short drive takes us to another car park. A bit bigger this time, but no less complicated, and with lots of flower beds and lamp post islands to be wound around. Again it goes OK, so off to lunch and fuel.

We are given the hand-outs for Regs 4 and 5 as we leave to do Test 10, which is T6 in reverse, through the narrow forest tracks which again goes without any major drama. Unlike John Ruddock and Andy Pullan running at car 1 when they come across two dog walkers on the long narrow “U bend” left. Apparently, they were adamant they would walk down the track regardless of the rally! Thankfully they had disappeared by the time we go through. Test 11 is back through the “Spitfire garden” where the car in front has slid up a pristine grassy bank and demolished the code board. Thankfully a brave soul was rushing to it, and managed to hold it up by the time we arrived, so I think the gardener will have some work to do before next year. ☺

Now it’s a traditional Regularity, 26 coloured road junctions and only 4 speed changes and five ITCs. No hidden junctions or private land, what a relief, and we do OK for a change with no navigational mistakes, baulking or missed speed changes, and only single figure penalties – things are looking up? It’s just a mile to the start of the next one which has four spot heights to define the route on an old one inch map. I struggle to sort out the route and a chance remark between Rob and a fellow competitor while waiting at the start gives me the clue I had missed, enabling me to

quickly re-draw the correct route. Phew..... that was very close! Anyway off we go into the forest that's not on the 1" inch map. Very soon the tarmac yellow turns into broken tarmac and gravel and then to entirely gravel. Then cars start appearing out of side turnings, we are getting worried. Then we arrive at a T junction and we go left, and a bad feeling is dawning. We are heading north east, Rob says his compass says we are going south south east, we can't be..... Then another car appears from the left, and I scour the 1:50000 map and realise where we are. About turn, re-trace about three miles and go for the ITC that is surely in the road we have missed. Guess what, no ITC, and by the time we find it we are six minutes late. There is a maximum time penalty of one minute at any ITC, but with only 15 minutes maximum lateness allowed the pressure is on. All seems to go OK until we come to the last ITC and there is a gap in our timecard, so where the ***** was the ITC we missed. Analysis on the kitchen table shows that the 1" inch map does not show a road that was in fact the short way round a triangle in the village of Pantpastynog, which is the road we used, when in fact the ITC was on what should have been the LWT. Nothing difficult just requires accurate interpretation and navigation, something I thought I could do, apparently not!!

Only a few 100 yards to the start of the next one; again a map hand-out, but this time it's a 1:25000. With nine marked points with approach and departures listed for us to plot a route through. While I'm plotting Rob spies a man abseiling from a stationary blade of a nearby wind turbine and jumps out to take a photo to send to his daughter, Amy. I get the route down OK and it threads its way in and out of a wind farm and then Clocaenog forest. I need to use this map and the 1:50000 as I have difficulty estimating the distances on the "big" map. We find the first two ITCs OK, although a tad late on the first one in the wind-farm although Rob cannot resist taking a couple of cross country short cuts instead of the intended route's 90 lefts to catch up a few seconds. It soon goes down-hill as we enter the forest proper. After several miles of great fun trying to maintain a 29 mph average we come across an ITC. Unfortunately we have missed two in between. I just cannot believe it as old Victor Meldrew would say. At home on Monday on the kitchen table I can find my errors. The first missed ITC was on a white to yellow T junction. The correct route was a turn right, effectively LWT, which was not on the map, but should have been obvious because it was at a point labelled approach SE. By going the short way we had effectively approached south. I cannot recall seeing a road, not only that, I could not see the road on the 1:25000 map even with my magnifying glass with a light, not until it was on the kitchen table, anyway! The second missed ITC is again on a NAM LWT. We took the more well-worn short way that was probably 100 metres short of the apex. The only thing to define the correct route was accuracy in map reading and realising we were not executing a hairpin right junction as per the map, but taking a short-cut not on the map. No excuses just accuracy again.

Still reeling from the latest disaster we have a four mile dash to a couple of forest tests. Again both go very well except for me getting a little anxious calling a caution in a higher and higher voice as we negotiate a right hander into the stop astride finish on the first one! It's a three mile dash to afternoon tea and we arrive at our due time to leave. Luckily the organisers have added 20 minutes into the schedule, so there's time for a cuppa and two pieces of fruit cake – wonderful. Perhaps I am enjoying myself!

Reg 6, the troublesome herringbone from the night before, starts just around the corner. This looks to be a "traditional" route and I'm hopeful for a good performance. About a mile of yellow to T right onto main road then about three quarters of a mile and slot second right onto a yellow. That would have been OK if there were two junctions, but looking on Google earth back at home the first one has been forested over, so the second is actually the first on a featureless road, so guess what 49 seconds late at the ITC just off the main road. My only saving grace is that John Ruddock/Andy

Pullan obviously missed it too as they picked up a 45. I'll soon know this map properly. The rest of the Reg is great with a 1, 2 and 3 at the next three controls, that's more like it. Just a final plot 'n' bash to go to the finish. About 4 miles and "do not go through any spot heights" on the way back to the pub. Couldn't be much simpler, can't go wrong. Just along the mountain road down to the main road turn right and go to the pub. Seems OK, get to the pub, and we've missed the last ITC..... WHAT!!!!!!!!!!!!!!...WHY!!!!!!!!!!!!!!...HOW!!!!!!!!!!!!!!..... That's easy there's a spot height on the main road, just never saw it. Obvious on the kitchen table, obvious in the car, I found it just as we parked up. Just a cr*p end to a very poor day in the office.

Thankfully we had decided to stay the night rather than driving the PV back to Suffolk so we had an opportunity to drown our sorrows. I had not even bothered to look at the results as I was too embarrassed to be even seen near them. This was another great rally requiring precise navigation and although I made another hash of it, I want to go back and have another crack next year already. When we looked at the results of the tests on the web on Monday, I was very pleased and surprised to discover we were 10th fastest, only beaten by Porsche 911s in our class. We were also first Volvo, beating all Rob's customers, so he was very pleased with that, and is still grinning with the fun in the forest Regularities.

There is just one more event this year, back with Jim in his MG, on the Regis in Sussex at the end of October, looking forward to it already.

Ian & Rob



2014 Clubmans Series Championship

Key		
AAC		AMSC AutoSOLO Challenge
TRC		AMSC Targa Rally Challenge
ETC		AMSC Trials Challenge
R1	01-Jan-2014	Treasure Hunt
R2	20-Feb-2014	Table Top Rally
R3	06-Jul-2014	Regularity Taster
R4	15-Jul-2014	Production Car Autotest
R5	21-Aug-2014	Table Top Rally
R6	16-Nov-2014	Car Trial

Championship Positions after round 5 (top 20):

o/a	Driver	AAC	TRC	ETC	R1	R2	R3	R4	R5	R6	Total
1	Geoff Bateman	7	8		11	13		13			52
2	John Peterson	12		10				26			48
3	Mark Banham	4	5		15			23			47
4	Peter Riddle				10	12			13		35
	Tony Hewitt				9	5		21			
6	Rob Henchoz					18		14			32
7	Andrew Lawson				12	11			4		27
	Rob Kitchen		7					20			
	David Smalley		10					17			
10	Julian Riley				18	8					26
11	Jon Bray	5	13			7					25
12	Mark Annison							19	5		24
	Maggy Bateman				11	13					
	Sara Riley				18	6					
	David Leckie	9		4				11			
16	Ian Doble					10		10			20
17	Chloe Hewitt				9	5		5			19
18	Josh Riley					18					18
	Matthew Willgoss							18			
	Martin Newson		6		12						

Clubmans Series Round 5

Table Top Rally

Results:

#	Topper(s)	Class		Marks	Tie Break	O/A	E	N	S	T
		Expert Novice	Solo Team							
7	Peter	E	S	-	30	1				
5	Ian	E	S	-	43	2	1			
4	Jonathan	N	S	-	59	3		1		
1	Ian, Christine & Sue	N	T	218	59	4		2		1
3	George & Gordon	N	T	240	49	5		3		2
8	Mark & Lorraine	N	T	295	47	6		4		3
2	Andrew & Dale	N	T	472	55	7		5		4

2014 / 2015 AMSC Trials Challenge

Round	Date	Venue	Organising Club
1	19 th October	Kensworth	FMC
2	2 nd November	Ivinghoe Aston	FMC
3	16 th November	Lyng	SCCoN
4	7 th December	Wattisfield	WSMC
5	1 st January	Seckford	ECMC
6	18 th January	Harlton	CCC
7	22 nd February	Holbecks	WSMC
8	15 th March	Wattisfield	WSMC
9	19 th April	Ivinghoe Aston	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	Wethersfield	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	Debden	WAC
5	9 th November	Woodbridge	CMC

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



Table Top Teaser

Not one for the faint hearted, although it is by no means as complicated as it may appear at first glance. Best left to one side until you have a couple of hours spare on a soggy afternoon. Started off as a simple newsletter space filler but has evolved into a far more complicated beast. All you need is map 144 edition B3, a pencil and a romer.

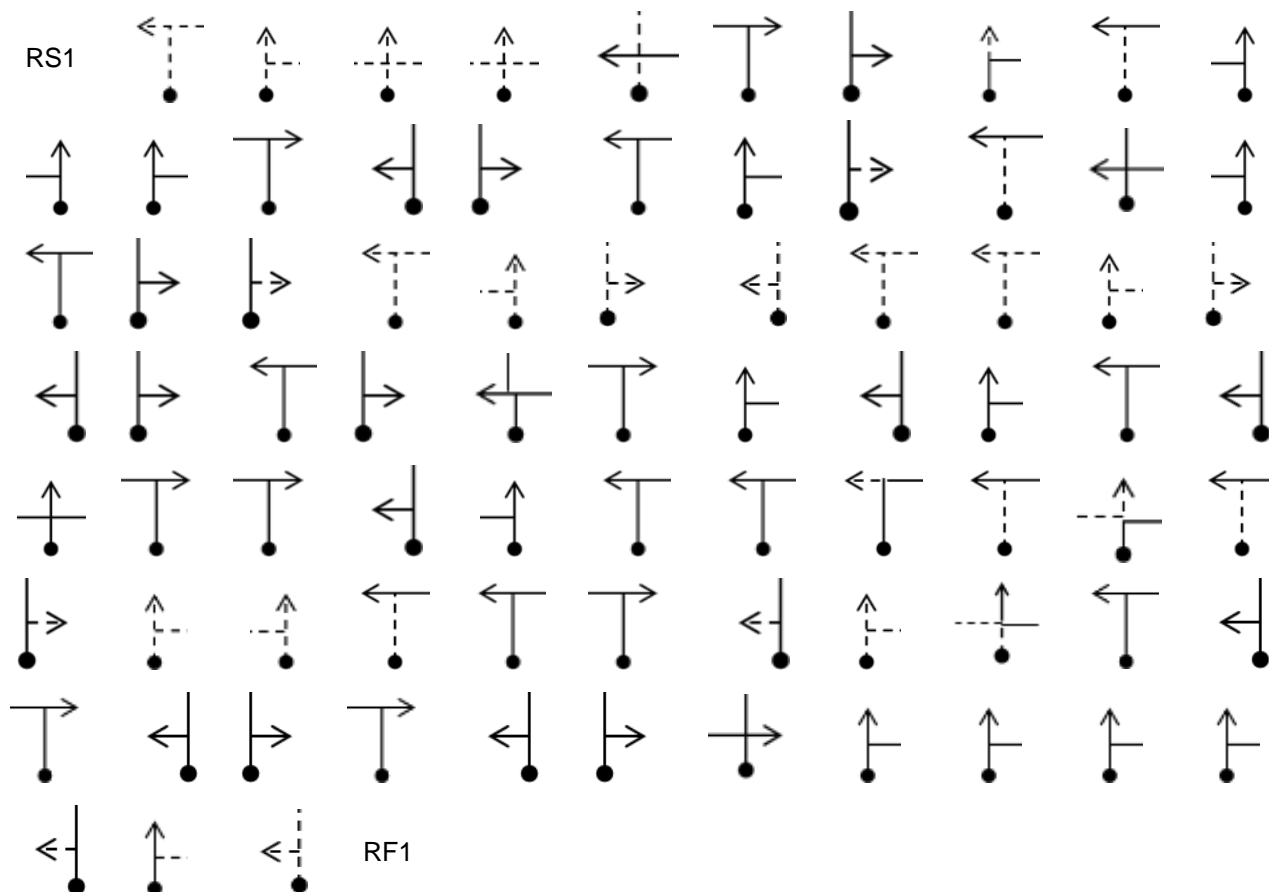
Instructions:

1	Plot the Check Point Grid References						
2	Plot the route using the tulips (the correct route will pass through ALL the Check Points). The route Will Use Whites (WUW), whites will be shown as dotted lines on the tulips BUT whites will only be shown in the tulips when a white is used. Route starts and finishes at Tibenham Airfield Clubhouse.						
3	Use the information in the Controls table to work out which of the Check Points are Intermediate Time Controls (e.g. if the route from RS1 went via .21, CP1, CP2, .32, .14, CP3 then ITC1A would be located at CP3 – the CP after passing through spot heights with digits adding up to 13)						
4	Use the information in the Check Point Cumulative Distance table to calculate the due time at each of the Intermediate Time Controls.						
	<table border="1"> <tr> <td>i</td> <td>Easy option, average speed at each Check Point 30mph</td> </tr> <tr> <td>ii</td> <td>Tricky option, average speed leaving RS1 and even numbered Check Points 30mph, average speed leaving odd numbered Check Points 20mph.</td> </tr> <tr> <td>iii</td> <td>Serious option, try it against the clock</td> </tr> </table>	i	Easy option, average speed at each Check Point 30mph	ii	Tricky option, average speed leaving RS1 and even numbered Check Points 30mph, average speed leaving odd numbered Check Points 20mph.	iii	Serious option, try it against the clock
i	Easy option, average speed at each Check Point 30mph						
ii	Tricky option, average speed leaving RS1 and even numbered Check Points 30mph, average speed leaving odd numbered Check Points 20mph.						
iii	Serious option, try it against the clock						

Check Point Grid References							
RS1 149¼ 891							
CP	068¼ 839		CP	105¼ 833½		CP	124 905
CP	075½ 853¾		CP	108¼ 879¼		CP	128½ 866¾
CP	087 840½		CP	119¼ 813		CP	144½ 815¼
CP	095¼ 888		CP	123¾ 810		CP	152 884¼
RF1 149¼ 891							

Controls		Sum of spot height digits crossed between controls
RS1	ITC1A	13
ITC1A	ITC1B	15
ITC1B	ITC1C	19
ITC1C	ITC1D	10
ITC1D	ITC1E	16
ITC1E	RF1	9

Check Point Cumulative Distance (miles)													
RS1	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP10	CP11	CP12	RF1
0.00	3.18	5.84	7.47	12.85	15.50	17.31	19.81	22.58	23.09	26.44	34.02	36.32	37.54



2014 / 2015 12 Car Championship

Calendar

Round	Date	Event	Organiser(s)
1	17 th October	P & H Novice	David & Katy Leckie
2	7 th November	?	?
3	28 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	30 th January	Jonathan's	Jonathan Stimpson
5	27 th February	Canada Garage Motorsport	Mark & Lorraine Annison
	13 th March	March Hare	David Bell
6	27 th March	Lyng Garage	Simon Tebbutt

Miscellaneous



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T: +44(0)1328 855595

W: www.norfolkclassiccars.co.uk

 Ordnance Survey[®]			
	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	25/07/14	D2
144	Thetford & Diss, Breckland & Wymondham	07/11/12	<u>B3</u>
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

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201409.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

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