

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2015



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

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

[Happy Egg 12 Car  
Regs & Entry Form](#)

## Editor

**Martin Newson**  
01502 716280

Spotlight articles should be emailed to:  
[cjnewson32@yahoo.co.uk](mailto: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](mailto:cjnewson32@yahoo.co.uk)  
01502 716280  
**Mark Anison**

**Peter Riddle**  
[clubsecretary@sccon.co.uk](mailto:clubsecretary@sccon.co.uk)  
01953 601174  
**Lynne Wellbelove**  
[lynnewellbelove@btinternet.com](mailto:lynnewellbelove@btinternet.com)  
01953 483640

**Andrew Lawson**  
[compsecretary@sccon.co.uk](mailto:compsecretary@sccon.co.uk)  
01692 598291

**Maggy Bateman**  
[chiefmarshal@sccon.co.uk](mailto:chiefmarshal@sccon.co.uk)  
01379 783142

**Howard Joynt**  
[howardjoynt@googlemail.com](mailto:howardjoynt@googlemail.com)  
07917 060052

**Grace Philp**  
01953 887153

**Christine Newson**  
[cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

**David Bell**  
[percy@sccon.co.uk](mailto:percy@sccon.co.uk)  
01603 720871

**David Leckie**  
01603 893294

**Chris Edwards**  
**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

## Happy Egg 12 Car

Friday 15<sup>th</sup> January 2016

# The Latest ...

## Social Events

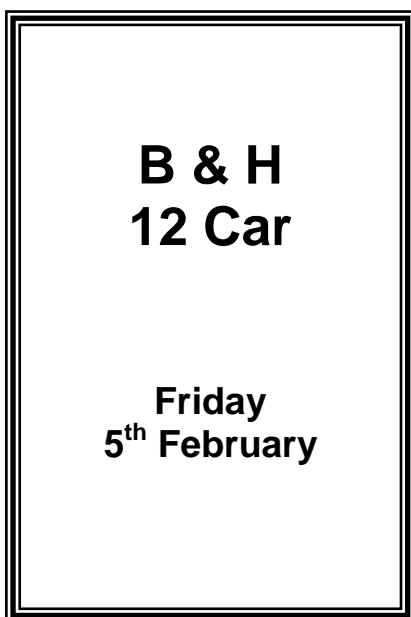
Howard – Social Secretary:

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 **21<sup>st</sup> January** for the next Natter & Noggin



## Diary Dates

**Friday 1<sup>st</sup> January**  
**Seckford Hall Trial**  
**Eastern Counties Motor Club**  
**AMSC Trials**  
**Challenge Round 6**

Wednesday 6<sup>th</sup> January  
Management Meeting

**Friday 15<sup>th</sup> January**  
**12 Car Round 3**  
**Happy Egg**

**Sunday 17<sup>th</sup> January**  
**Harlton Trial**  
**Cambridge Car Club**  
**AMSC Trials**  
**Challenge Round 7**

Thursday 21<sup>st</sup> January  
Club night at the White Horse,  
Trowse

Wednesday 3<sup>rd</sup> February  
Management Meeting

**Friday 5<sup>th</sup> February**  
**12 Car Round 4**  
**B & H**

Thursday 18<sup>th</sup> February  
Club night at the White Horse,  
Trowse

**Friday 26<sup>th</sup> February**  
**12 Car Round 5**  
**Canada Garage Motorsport**

## 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.

Friday 1<sup>st</sup> January  
Seckford Hall Trial  
nr Ipswich

Friday 8<sup>th</sup> January  
AMSC Inter-club 20/20  
Chelmsford Car Club

Friday 15<sup>th</sup> January  
12 Car Round 3  
Happy Egg

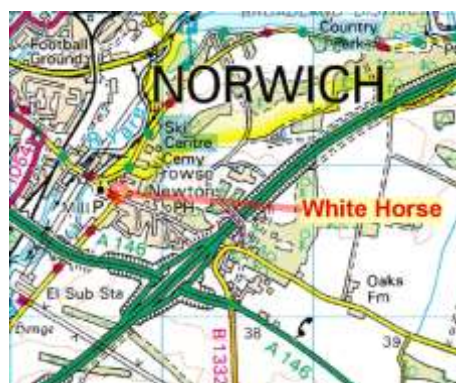
Sunday 17<sup>h</sup> January  
Harlton Trial  
nr Cambridge

Sunday 31<sup>st</sup> January  
MGJ Engineering  
Brands Hatch Winter Stages  
Chelmsford Car Club

Friday 5<sup>th</sup> February  
12 Car Round 4  
B & H

Friday 26<sup>th</sup> February  
12 Car Round 5  
Canada Garage Motorsport

[White Horse, Trowse NR14 8ST](#)



<b>2016 Dates</b>	<b>Event</b>	<b>Champ.</b>	<b>Contact(s)</b>
Friday 15 <sup>th</sup> January	12 Car	12 Car	Gordon & George Shipley
Thursday 21 <sup>st</sup> January	Club night		
Friday 5 <sup>th</sup> February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 19 <sup>th</sup> February	Club night		
Friday 26 <sup>th</sup> February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 17 <sup>th</sup> March	Club night		
Friday 18 <sup>th</sup> March	12 Car	12 Car	Jonathan Stimpson
Thursday 21 <sup>st</sup> April	Club night		
Thursday 19 <sup>th</sup> May	AGM		David Leckie
Thursday 15 <sup>th</sup> June	Club night		
Sunday 19 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 21 <sup>st</sup> July	Club night		
Thursday 28 <sup>th</sup> August	Club night		
Thursday 15 <sup>th</sup> September	Club night		
Thursday 20 <sup>th</sup> October	Club night		
Thursday 17 <sup>th</sup> November	Club night		
Thursday 15 <sup>th</sup> December	Club night		

[www.scon.co.uk/index.html](http://www.scon.co.uk/index.html)

## **IT'S CHRISTMAS 2015 !!!!!!!!!!!!!!!**

### **Chairman is reporting December Bumper Issue 2015**

Hi Everyone

We made it to the end of another year and what a year this has been. We have such a big one that the last of the year (newsletter I mean) is the biggest one we have ever put together. We normally reflect on the past year as we approach the new one and sorry I am going to do a bit of that now, I hope you don't mind too much.

### **Marshalling 2015**

Our services have been called on loads of times this year, and we have been able to help every time we have been asked to. We have struggled sometimes to adequately cover the areas we have been allocated, really we could have done with more help. I think we have a great team that turns out in all weathers, come rain or shine you have done a sterling job thank you for that. Next year why don't you join us? The events for 2016 are already stacking up the full calendar will be in next month's newsletter. Everyone is welcome to come along, never been out marshalling before we will guide you through and keep you safe. You might have noticed the marshal licence form I added earlier in the month please fill it out know so that you might not have to go through some of the training required for the novice marshals. During 2016 there will be an online training process for some grades of marshals. I know some of you will say why do I have to do this, or I only marshal on one rally per year. It is coming to a car event near you, let's support it and move with it. We don't need any of the licences for Autosolos, Autotests, Targa's or Trials

### **Autosolo, Autotest, Targa and Trial**

Well what can I say each of these series has grown and gone from strength to strength. The Autosolo and Autotest Series had over 72 entries throughout the year. Targa Rallies had over 150 entries throughout the series. The Trials Series so far has around 70 entries and it is not even halfway through this year's rounds. It proves we can put on some very challenging events which people want to do and we as organisers want to put on for you. Have you ever thought about trying to make a start in clubman's motorsport, why not have a go in 2016. The teams of organisers from each car club are very willing to help, and they will normally be able to find an experienced driver to guide you through the event. Please don't worry about your performance as everyone has to start somewhere.

I hope you have and will continue to enjoy your car club, please make a point of coming and joining us next year wither it is as a competitor, organiser, marshal or just a spectator we would be very pleased to see you.

All it remains for me to say this year is

**HAVE A VERY HAPPY CHRISTMAS AND A MERRY NEW YEAR  
FROM THE CHAIR OF  
SPORTING CAR CLUB of NORFOLK**



Mull 2015



## Marshals Post

*Upcoming club events – Happy Egg 12 Car, B & H 12 Car, Canada Garage Motorsport 12 Car, Lyng Garage 12 Car*

*Other clubs:*

*Seckford Hall Trial on Friday 1<sup>st</sup> January based at Seckford Hall (nr Ipswich) organised by Eastern Counties Motor Club*

*Harlton Trial on Sunday 17<sup>th</sup> January based at Harlton (nr Cambridge) organised by Cambridge Car Club*

*MGJ Engineering Brands Hatch Winter Stages on Sunday 31<sup>st</sup> January Based at Brands Hatch Circuit organised by Chelmsford Motor Club*

*Further information (if any) available from David Bell on 01603 720871 – there are also links on the Marshalling page on the club website ([www.scon.co.uk/html/marshalling/marshal.html](http://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](http://www.scon.co.uk/index.html))*

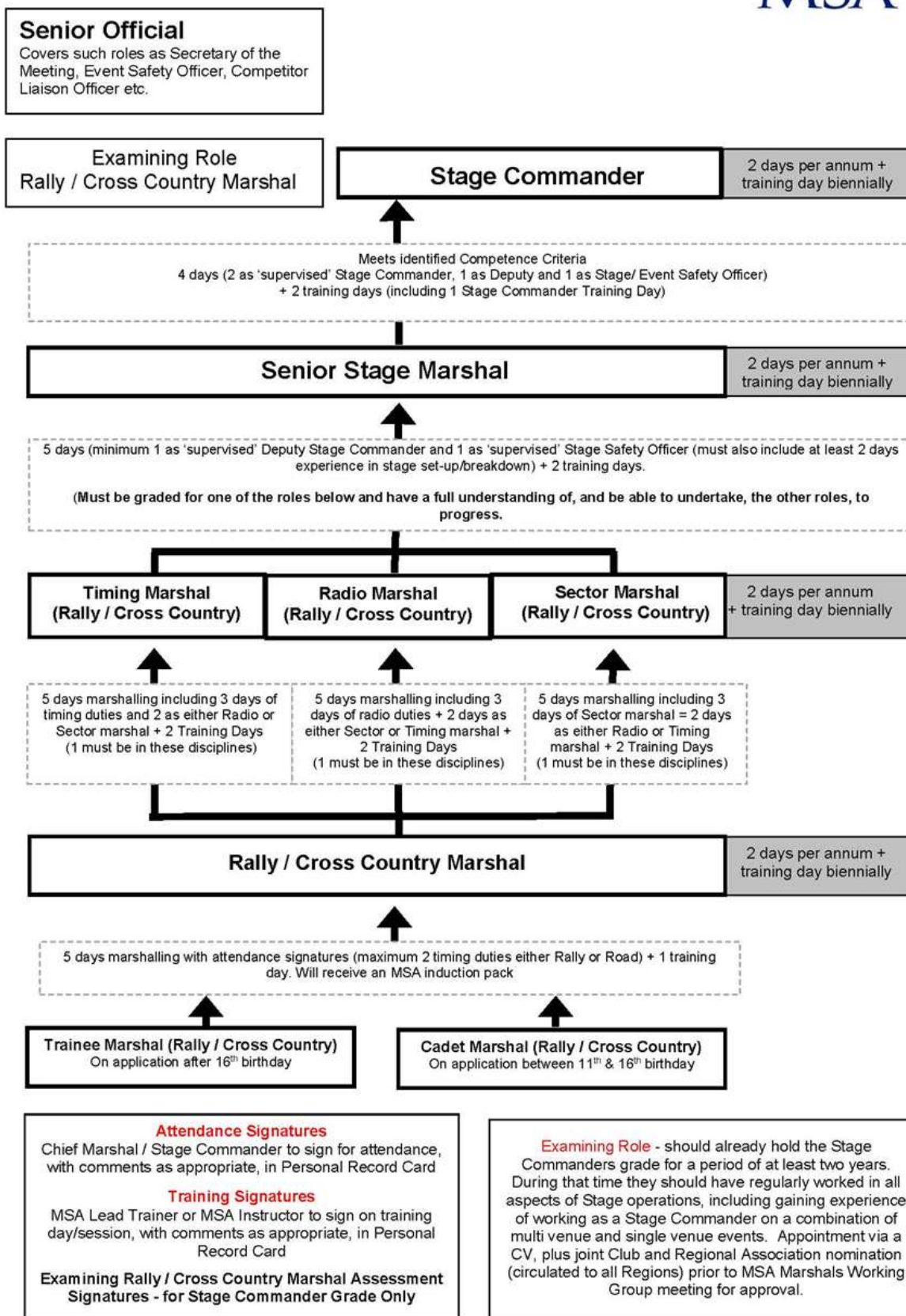


## **MGJ Engineering Brands Hatch Winter Stages Sunday 31<sup>st</sup> January**

(If you want to help then register on the CMC site)

## Rally & Cross Country Marshals Grading Scheme

Version 6, July 2015







## History

After the death of Roger Williamson at Zandvoort in 1973, a fund was set up in his name the following year with the primary aim of educating marshals on fire fighting and rescue techniques.

In 1987, it was reconstituted as the Motor Racing Safety Fund and became a registered UK charity (number 296802) with the wider scope to generally aid improvements in safety standards at motorsport events. In 1999, the name was simplified to the Motorsport Safety Fund to reflect the fact that it tries to help all branches of the sport.

The Fund has no formal link with the Royal Automobile Club's Motor Sports Association - the governing body for the sport in the UK - although it does work very closely with the Association.

## Funding

The Fund is run entirely by volunteers, who neither receive fees nor claim expenses, and the work it is able to do is governed by the amount of money it is able to raise. Donations from motor clubs and individuals form a significant part of the Fund's income. Please contact the Fund if you are able to help.

**The Trustees are very grateful to:**



**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>
<b>RACE</b>					
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
<b>RALLY</b>					
Road Rally	17+RTA	12		2	2-12 in a Child Seat
Navigation Rally	17+RTA	12		2	2-12 in a Child Seat
Stage Rally	17+RTA	16			14 Junior Rally Championship only 14 Single Venue Navigator
<b>TRIALS</b>					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-12 in a Child Seat
Sporting Trial	16		14		
<b>AUTOTEST</b>					
Autotest	16				
PC Autotest	14		12		
<b>CROSS COUNTRY</b>					
Hill Rally	17+RTA	16			
Safari	17+RTA	16			
Cross Country Tyro	13		12	2	2-12 in a Child Seat
Cross Country Trial	17		14		Junior Trials from 8-17
<b>SPEED</b>					
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



Machu Picchu

The Elan hasn't done much recently so this rally was a real challenge. We started at sea level at Paramaribo (Surinam) on the Caribbean (I thought it was on the Atlantic but apparently not) and finished at sea level in Lima on the Pacific. In between was 6500 kms which included the Amazon, the Andes, temperatures from minus 5 to plus 37, near 100% humidity, mountain passes of 4950 metres, some tarmac, some not tarmac, lots of potholes and the dreaded "drempeel" (sleeping policeman or hump). And the fuel.

There were just six cars on the rally plus three for the organisers; the Elan was by far the smallest, the others being a Mustang, Mercedes 280 and 3 4WDs; there was some uncertainty as to whether this was a 4WD or classic rally.....

Prior to the rally, the Elan had been on the rolling road and the carburettors rebuilt, this improved the mpg and gave us an engine with reasonable power and performance. I had replaced the springs and shock absorbers, removed the engine which had started to leak from the crankshaft seal and plugged the oil leak from the gearbox via the bellhousing bolt. All wheel bearings had been replaced since our

last rally. I had fitted an additional fuel filter; the only thing that didn't work was the horn. So it seemed the car was ready for the journey – but perhaps that was optimistic!



Nasca Lines

The journey to the container port was in heavy rain – some of which we exported to South America (the boot leaks). Surinam was hot and it got hotter as we headed west. It also had “drempels” which our sumpguard was hitting on a regular basis. It was immediately clear that I had to do something about both features. The car has adjustable spring platforms, front and rear so I raised the rear by about an inch – conscious that any height gain here put the rotoflex couplings under greater strain; in fact the donuts gave no problem for the entire journey much to the surprise of Rally Mechanic Toby. We offloaded all the heavy spares and half the clothing to Mark who said his LandCruiser needed the weight! I had taken a 5 litre can of 20/50 as the car uses a lot of oil and it is unobtainable outside UK – wrong on both counts! Over the entire rally we used just 3 pints of oil – and the Shell fuel station a few hundred yards from the hotel stocked it! Phil took our can and a few more clothes.

The cooling was more of a problem and took a little longer to solve. We already had a thermostatic Kenlowe fan but more was needed. Our first large town was Macapa in Brazil and with the help of a local Portuguese, who happened to appear at the hotel bar, we toured the motoring shops before finally finding a suitable slimline second fan to fit onto the radiator. The taxi fare was more than the cost of the fan – we had a good tour of town!

Our first day's drive was short on good roads, driving on the left (watching out for drempeles) to the ferry to French Guiana, where they drive on the right. The fuel was good – Shell V-Power – and two cars were stopped for speeding. This was easy! Surely it wouldn't last? The ferry required a three hour lunch break and only took 8 of the 9 cars but we all got to the hotel before dark. Being close to the Equator, dusk is short and nightfall is early and night driving was not on my wish list – everyone is on the roads and lights are very optional!

We had been able to explore Paramaribo, now was our chance to see the European Space Centre, sometimes known as Ariane, the rocket with the largest payload. Another ferry took us to Oiapoque and the dramatic change of atmosphere from a small colony of 55,000 people to the bustle of Brazil.



Waiting for a ferry

Brazil was busy, it was in-your-face, it was noisy – and it didn't take Euros! Next day the roads were proper track with red dust, guaranteed to get into everything, they were rough, lumpy and bumpy and it was hot; sweat ran off forehead and the salt stung your eyes – the comfort of an air conditioned 4WD was to be dreamed of! 9 hours on the road to Macapa was followed by 2 more in a hot underground hotel car park and I was making my oil stained rags dirty from my dusty sweat. The engine was running at 90 degrees plus – we really needed that second fan. Macapa, on the north bank of the Amazon, lies on the Equator so we visited the monument, remembering that two years ago we had crossed from Asia to Europe in Russia, now it was north to south. Our next two nights were to be on board a ferry taking

us up the Amazon to Santarem, crossing to the south bank and the Amazon highway (dirt track to you and me).

Getting the car onto the ferry attracted attention as we had to go up a slope and down the other side to a pontoon before driving onto the boat. It was like driving over a pitched roof and there was no way the car could get over – so we went on a seesaw! I drove up the ramp on two planks, carefully reached the tipping point when the planks tilted downwards and drove down. We were first on and thankfully had plenty of room round the car – we had work to do. The brakes were squealing so we had to check the movement of each pad – changing the pad retaining pins seemed the answer. Then we assembled the fan and hoped our overheating was behind us – no way! In the accommodation areas, hammocks were all the rage. The deck space provided ceiling hooks and a whole deck was a mass of people swinging gently in multi coloured hammocks – along with one cat.



Transamazonica highway

We arrived in Santarem in mid morning, watching the merging of two rivers – the muddy Amazon and the clear blue Tapajos. The waters remained separate streams and the birds fed off the richness of fish caught up in the clash of currents. As first on we were last off so we had a long drive on mud tracks in front of us through the delightfully named Ruropolis – a dust bowl town, whose only street had speed

ramps which were easier driving than the collection of potholes in between. A little later we drove through Divinopolis – you couldn't make up these names!

Our next night's stop was a party! The Mustang's rear axle snapped on the last bridge into Jacareacanga and was towed to a dusty garage with two lifts. I had been raising the front suspension which had sunk – the spring platforms had unwound but Toby decided we needed to use the second lift. So here in this fishing village, just off the Transamazonica highway were two unheard of cars – the BBQ smoked, the music blared, everyone came to look and see and have their photos taken.



Transamazonica highway bridge

So far we had been relatively trouble free, with our new fan; just slow, we were always the last in to the hotel as we could not take the rough roads at the speeds that others could. Day 10 was different. We had 600 kms to do and only 200 were tarmac, after the last ferry of the day. It was only at the ferry that we realised the front wheel camber was not quite right! The offside wheel was leaning markedly; on the dirt there was no effect but on the tarmac, steering was difficult and the car wandered across the road. The effect was magnified by the onset of night – with the changes to suspension settings, the headlights were pointing somewhere – just not on the road ahead! We had hit two humps at speed about three hours into our eight hour journey so tyre wear was now a factor.

Next day in Porto Velho was a rest day – just as well! The three classics set off with Toby to find a workshop with welding and machining capability, unfortunately the first hour of our search was wasted as we had no translation and the hotel floor manager assigned to help us didn't understand what we wanted. Eventually we found a tyre shop with a machine shop next door. The Mustang needed additional work on the rear axle. Once we were on the ramp, our problem was clearer – the vertical link had bent under the impact of the hump – and we had a spare, but which side? Return to the hotel to rescue the heavy spares from Mark - whoopee we had an offside link! We also had a spare stub axle so that would be an easy mechanical assembly? No, our brand new link had the wrong taper and neither the old nor the new stub axle would fit. We were back to trying to have a taper lathed – the machine shop owner proudly said yes he could do it. Umm, after an hour of set up and testing – he took off too much metal! He called a friend and they put some more metal on and tried taking it off again! Eventually they came back with an assembly, which appeared to fit together. We reassembled the hub, bearings and brakes - the wheel at least looked vertical, which was an improvement!

During discussions the previous evening, a plan had been hatched to fabricate a strut to run between the two front turrets so each could support the other – the offside tower had smashed the fibreglass mounting in the engine bay but had it been damaged? We spent some hours fabricating and fitting the strut, having been thrown out of the workshop at 5.30 we finished at 8pm outside the front door of the hotel. We had a BBQ beside the road opposite the hotel and were pretty weary by the time bed came!

I generally woke about 2am – and next day was no exception – I thought how lucky we were not to have smashed something and then on to the essential feature of a Lotus. Flexibility, movement; I decided to remove that supporting strut and in the cool of 6am that was a quick job. I figured that if we had had the rigidity of the strut, something would have broken – the front tower probably smashed the fibreglass as it flexed to absorb the impact of the hump – no flexing, no absorption equals something broken. Was I right? I don't know but Toby was forgiving at breakfast, after his labours yesterday - "you know the car" he said.

We drove on to Rio Branco, over some serious humps, taken very carefully! A civilised lunch stop happened to be beside a jungle landing strip and we saw a couple of planes take off. We had seen the road grading teams during the morning, smoothing out the lumps and potholes, but there were more stretches which needed their attention. One part was particularly wet and the dry "get everywhere" dust turned to thick sticky mud, adding kilos to the weight of the car. It needed a high pressure wash to clear them. We arrived before dusk and decided that new tyres were needed. The hotel and our Mr Fixit came up trumps. 6.45 tomorrow the tyre shop would open and they nearly had the right size – but fatter and I knew one tyre would rub on the bodywork. The hotel manager very kindly led us to the shop and stayed until we were fully roadworthy again – what service! We were away in good time and made the border just after lunch which meant we had a shorter stop than those who mistimed the Peruvian Customs's lunch breaks.

The Peruvian roads were marvellous compared to the dirt and potholes of Brazil! With new tyres we enjoyed the flowing roads until suddenly the handling went off followed by the clump of a flat tyre. One



flat in the whole journey is excellent but I thought we had better get it fixed. A white tyre at the roadside indicated a “vulcaniser” so we stopped at a tractor repair shed and found a bent nail in the tyre and bye-bye to a new inner tube! Rod, the Photographer, turned up so another photo opportunity – the organiser did thank us for providing plenty of “Kodak moments”!



Road block

We tried to get some fuel and were confused by the descriptions of 84 or 90 – were these octane ratings? If so 84 is like rotgut! 90 was not available at the first two fuel stations so we asked for 20 of 84. We thought we were buying litres as we had in Brazil but now the attendant was confused – did we really want 20 US gallons in the tank? Err no, we settled for just 2!

We got to Puerto Maldonado after dark - again - and were relieved to get to the hotel. We would have a rest day here and there was nothing pressing on the car front! Up again at 6am – this time to change the points but as we were parked on the roadside I decided against the normal nut & bolt check. Then we took the car to a pressure wash and wheel balance – and an excellent job they did, inside, where they could, and outside, it was a new car! Puerto Maldonado is hot and humid – at 10.30 we were in the large shaded yard of the Nissan dealer, just standing and the sweat was running down, we were dripping! That afternoon we had a river trip and a Canopy walk on the high rope bridges over the jungle – there were no animals to see, they had far more sense than we tourists, and stayed in the cool! In the evening we took a tuk-tuk to the main square for a meal at a local restaurant – a change from the

international food at the hotels.

So that was the Amazon and the Jungle – what next? Just some hills known as the Andes and climbs up to 4950 metres –that’s 16,000 feet above sea level. We set off and it was cooler today but partway up an incline, trouble arrived. The clutch pedal went straight to the floor so I had to gauge engine revs and speed and the occasional crunch of gears. It was misty so we had both fans running (they were now full time) and lights and wipers and there was a smell - and we began to overheat. Maybe stopping was in order! In our shorts and t-shirts we were cold even though the car was hot – in particular the dynamo and regulator box – and that smell, yes it was sizzling electrical insulation. We were overtaxing the electrical system. Rally cars stopped to enquire and the organiser stayed with us as we cooled down. Pumping the clutch helped –the reservoir was full so maybe the problem was water in the fluid and it was now steam? We turned the lights off and reached the overnight stop and our 5 star hotel in Urubamba without further excitement! Two rest days lay ahead and all we had to do was bleed the clutch.



Highway mud

Next day was Machu Piccu, the Inca City, lost for hundreds of years and now the must-see attraction. We joined the crowds and savoured the atmosphere – starting at 5.30 and getting back at 18.30, this rest day was more tiring than driving! Rest day 2 and the clutch – but the ground under the car was

dark and the underside covered in – clutch fluid. The slave cylinder had died but we had a spare. No lifts in this car park so back to under-car grovelling but by mid morning we were done and could go back to sightseeing. Now Events intervened! The government had a proposal to privatise the Inca sites and tomorrow would see two day region-wide protests and the main weapon – was blocking the roads. The only question was do we leave this afternoon or at 3.30 in the morning? The organisers chose 3.30.

We followed a 4WD for about 100 miles and stopped to take photos, thinking we were out of the Region – we were not and the next bridge was blocked with rocks and protestors! Mr Fixit shouted – follow that red car! We followed, left, right, across a field, over a ditch, through a mud bath (the car was filthy again!) and we were away! We continued to Puno and Lake Titikaka, home of the floating islands – another boat trip. But first, second breakfast was called for after the early start!

Our next stop was Colca Canyon but there was a route to decide. The roadbook included 30 kms of rocks – there was no way the Elan could cross it. We still had to climb to 4950 metres and all cars were issued with oxygen cylinders – if you felt woozy, 5 minutes on and 5 minutes off; we didn't need it – or the weight! The climb from 3900 was gentle and the Elan coped easily – I should have brought a selection of jets for the carbs but the rolling road had been worth it!

We stopped in Chivay and looked at Inca terracing and the smoking volcano Sabancaya, Allison soaked in a thermal bath – and the car didn't need attention! Next day was another early start – to see the Condor vultures rising on the thermals created by the sun on the sheer rock face of the Canyon. Getting there meant another rough track – and a tunnel. The tunnel was unlit and the headlights are vacuum operated – and there's not much engine vacuum available when the engine is gasping at over 4000 metres. We waited for others to light our way through – but we did see the Condors!

Leaving Arequipa early in the morning we experienced the dustbowl that is the Pacific Coast. There were steep twisty climbs, overtaking queues of lorries, the occasional desert town and everywhere a nothingness of sand and sea – and the Pan American highway. Then the Nazca Lines. There are a couple of viewing platforms at the roadside which we climbed and viewed what we could.

On to Lima and the end! We had a change of route into Lima – and got lost; I took my eyes off the oil and temperature gauges whilst we got back on line. Glancing back and the engine temperature was about 130! We run a 50% antifreeze mix and there were no clouds of steam. We stopped in a busy two lane carriageway – the fuse serving the fans had blown – replace, wait, cool down, carry on, oil pressure normal – that's a relief! Hotel, welcome, photos, interview – we had arrived!

For a day by day diary see our website at <http://rallyelan.com/category/amazon-adventure/>



European Space Centre

## Rally Kortrijk – 21<sup>st</sup> / 22<sup>nd</sup> November

Richard Leggett



### Rally Kortrijk 2015, 21/22<sup>nd</sup> November. Wet, Sleet, Wet!!

This rally was a completely new experience for me. The roadbook was to be collected at 7.00am Saturday morning, but the organisers were delayed and we didn't get the roadbook until 7.30am, which was the time recce started. This rally was a closed road rally but some of the public roads were no better than gravel tracks (5-8%) with a km of cobbled road. We got out on the stages as soon as possible; Cat had already made pace-notes from the clips on the website and fortunately these turned out to be pretty accurate and just needed amending. The weather was pretty bad and it was still dark when we recced the first stage in snow! Mid-way through the recce we had to return to the service area to sign on and pay our entry fee, and organise the service crew to take the car through scrutineering for us.

Out on the stages the final stage pace notes had to be made from scratch as Cat had not managed to note these beforehand. Recce finished at 15:30 and then there was a three hour break before we needed to be back to the car for the start. The Modern crews started first on the road, giving us a late finish that day; the next day we were scheduled to start before the Moderns so would have to get up early!

The most memorable stage of the two stages scheduled for Saturday evening was the three laps of the Industrial Estate, zig-zagging through a muddy recycling yard, down and out of the back gate, down a gravel ramp and along some gravel roads. This had become so rutted that the sump guard kept acting as a brake! During the entire evening it rained incessantly; hard then harder!

Sunday morning it was still raining! There were 12 stages scheduled, 3 legs of 4 stages.

During the day it mostly rained or sleeted, with occasional brief glimpses of winter sunshine. The stages were all awash with water and some were under water. Gravel sections became increasingly rutted and the number of cars littering the scenery increased rapidly. By stage 14 of the event, the Organisers decided there had been enough damage done and it was necessary to cancel the last stage for us. The modern cars who were following behind, lost the complete leg of four stages because of the dusk and the wet conditions and the amount of cars joining the scenery. It was complete carnage; we often thought 'How did they get there?' My estimation is that we saw in the region of thirty cars off by the time we had completed the last leg. There was huge relief that we had finished and our service crew were thrilled that Martin had also finished, after the disappointment of the Hemicuda when none of the West Suffolk crews finished.

In all it was a hugely enjoyable event, requiring a measured drive to ensure I didn't join the carnage! At the last count, 112 finished out of 166 starters; considering it was the first time I had been out in such conditions and I was on a new set of tyres which were an unknown quantity, I was very happy just to have finished. In reality, now I know how good the tyres are, I will be able to do better next time.



### I'VE BEEN BANNED FROM TESCO'S

Yesterday I was at my local Tesco's store buying a large bag of My Dog dog food for my loyal pet and was in the checkout queue when a woman behind me asked if I had a dog.

What did she think I had an elephant? So, since I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Dog Diet again. I added that I probably shouldn't, because I ended up in hospital last time, but I'd lost 10 kilograms before I woke up in intensive care with tubes coming out of most of my orifices and IVs in both arms.

I told her that it was essentially a perfect diet and that the way that it works is to load your pockets with My Dog nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again. (I have to mention here that practically everyone in queue was now enthralled with my story.)

Horrified, she asked me if I ended up in intensive care because the dog food poisoned me. I told her no, I stepped off the kerb to sniff an Irish Setter's arse and a car hit me.

I thought the guy behind her was going to have a heart attack he was laughing so hard. I'm now banned from Tesco's

Better watch what you ask retired people. They have all the time in the world to think of daft things to say.

Forward this now, (especially) to all your mature friends..... it will be their laugh for the day.

## Gearless Mini

### Testing a Gearless Mini in the 1970's

The November issue of Mini World magazine had an interview with John Bilton who had worked with Sir Alec Issigonis in the 1970's on some prototype Minis known internally as the "Gearless Minis". Honda had produced a Civic automatic that only had two gears and the Vauxhall Viscount (fitted with a very torquey 3.3 litre engine) also had a two-speed auto gearbox. The gearless Mini took this principle one step further.

Joining British Leyland's Austin-Morris Division straight from university, I was fortunate to undertake their Graduate Engineer Training Programme at Longbridge. This was an excellent grounding for my career in the automotive industry because nearly every part of an Austin car (with a few exceptions such as wheels and tyres, glass and electrical components made by Lucas) was manufactured on the Longbridge factory site.

At the end of my training, I joined the Vehicle Proving Department located in the South Works. My immediate boss was Benny James, who in turn reported to David Lowe, a somewhat serious and very hard working engineer. It was perhaps late 1977 or early '78, when Benny asked me if I was willing to be part of a team of four on a driving trip to Scotland to compare a prototype gearless Mini with a production model Mini 1000 fitted with Automotive Products' four-speed automatic transmission. Concerns to be assessed were the gearless car's steep hill restart capability and whether, without a low gear hold-facility, the gearless Mini might be inferior when descending steep hills or when driving on snow and ice. The latter was the reason for going to Scotland and our test route would be dictated by where we could find snow and temperatures below zero.

I hadn't been involved in the design or build of the gearless Mini but I was trusted to give an independent assessment of the gearless car. It would be my job to collate the results of the test and write the technical report. I agreed and was told that the test team would be headed by David Lowe, but after all these years I can't remember who the other two team members were.

The gearless Mini was a bronze yellow Mini Clubman fitted with an Austin Maxi 1750cc E-series engine. It had a single forward gear driven via a large torque converter with a ratio of 2 to 1, or maybe even higher. It had no torque-converter lock-up and no reverse gear. We were warned that, strictly speaking, the lack of reverse gear made the car illegal to drive on British roads. Whenever reversing was required, we would have to push the car backwards, and we were briefed to inform any enquirer that the car's reverse gear had broken, and not that it was completely absent! I'm unsure of the exact specification of the suspension but it had a prototype Hydragas system, possibly only for the rear axle. Visually, the car was indistinguishable from a standard Mini Clubman except for a different exhaust tail-pipe and a large bonnet bulge, similar in shape to that of a Lancia Delta Integrale, and necessary to accommodate the tall E-series engine within the Mini's compact engine compartment. The only instrumentation on the car was a thermocouple connected to a Comark thermometer to measure the transmission oil temperature.

The philosophy behind the gearless Mini was that high torque would be needed at low revs because, even with the torque converter, the effective starting gear ratio was quite high, hence the need for the 1750 engine. The intent was that if the car entered production, it would have a tiny carburettor and a restricted inlet manifold to strangle the gas flow at high engine speeds, hence limiting the power and performance to match the capabilities of a Mini's braking system and to meet market expectations for a small economy car. But this prototype had a standard production twin-carb Maxi engine producing 95bhp, so it was a very quick little car.

We set off and, after stopping for a coffee break, I was driving the gearless Mini up the M6. The Mini 1000, which I recall as light grey, had a top speed of not much more than 70mph, so that car dictated the pace of our journey. On one occasion I was following the standard car while we were overtaking slower traffic in the middle lane, when a Volvo driver came to within a hairsbreadth of my rear bumper, flashing his lights for me to get out of his way. When the other Mini pulled back into the middle lane, I floored the throttle in the Clubman, leaving the Volvo some way behind, while my speedometer needle went round to 112mph. It wasn't a calibrated speedo so I don't know the real speed we reached but it was seriously fast for a very normal-looking Mini. I slowed down again to let the Mini automatic catch up and, as the Volvo driver went past he gave the Clubman a very long inquisitive look. Mainly because of its high performance, the gearless Mini was huge fun to drive on dry Scottish A-roads on our way to our hotel in Grantown-on-Spey, though we had to keep stopping to let the standard Mini catch up.

The following morning we took a route on minor roads to look for the steep hills and ice we'd come to find. On the most severe gradients (one in four perhaps), the gearless Mini had no trouble re-starting with all four of us and our luggage in the car. However, if we indulged in simulated sightseeing by driving slowly up long steep hills, as if we were admiring the view in a leisurely way, a problem occurred: the high level of slip in the torque converter caused a continuing rise in the temperature of the transmission oil, even in the freezing ambient temperatures of Scotland and we had to limit how long we drove in this manner. But on icy and snowy roads we found the gearless Mini to be superior to the production car. It gave adequate and smooth engine braking and the disc brakes fitted to the test car, along with the Mini's excellent handling, made it an easy car to control on slippery descents. However, the production Mini had a problem. The AP box was never one of the smoothest autos and its gear-changes tended to be a bit jerky. So if you descended an icy hill with the throttle closed, a tricky situation could occur when the 'box changed down..... the gearshift was sufficiently abrupt to slow the front wheels to less than vehicle speed with immediate loss of steering control. The only way to regain effective steering was to re-apply the right amount of throttle to match the wheel speed to the car's road speed, and we thought this might not come naturally to the typical buyer of a Mini automatic!

We now had answers to those aspects of the car that we'd been asked to assess and after a further night's stay in our hotel, we headed for home with me navigating for David Lowe in the production Mini automatic. We stopped to refuel and parked our car next to the pumps and the gearless Mini pulled in behind us. David then decided that we should check the transmission oil levels on each car. I opened the bonnet of our car and reminded David that the correct procedure was to cycle the gearshift through all its positions to ensure the control valve system was full of oil before dipping to establish the level. David sat half in the car and half out with his right foot still on the concrete of the forecourt. But he hadn't pulled the handbrake on firmly enough and, when he selected first gear, the car started creeping forwards. I was standing to one side of the car so I wasn't unduly concerned but, with the bonnet up, David thought he might be about to bump into me. So he stamped on the brake with his left leg, (as his other leg was outside the car). Regrettably his aim was poor and he gave the car full throttle instead, whereupon it shot forwards with me watching in disbelief. He then made matters worse because, instead of braking, he thought he would put the car into neutral, but snatched at the gearshift and put it into reverse instead. The little car then shot backwards and smashed into the front of the gearless Mini. David was hugely embarrassed and red-faced while the rest of us were trying as hard as we could not to laugh out loud. Of course the transmission oil levels were fine and fortunately, the damage to both cars was cosmetic so we were able to resume our journey back to Longbridge.



In my report I concluded that the areas we'd been asked to assess gave no concerns, neither was there much difference in fuel consumption between the cars though the route had been favourable to the gearless Mini as it loped along at moderate revs while the 998cc production car was wheezing flat out for much of the time. The negative for the gearless car was that it really needed a transmission oil cooler system and this, along with the more expensive engine negated the cost savings that had been predicted when the idea was first envisaged so the project didn't progress much further.

There is a sad footnote to this tale because David Lowe never reached retirement: he was taken ill while at work and died later in hospital. Benny James accompanied him during his final ambulance ride and one of the last things David said to Benny was "they need to get this vehicle's damping sorted a lot better than this, they're carrying people who deserve a more comfortable ride".

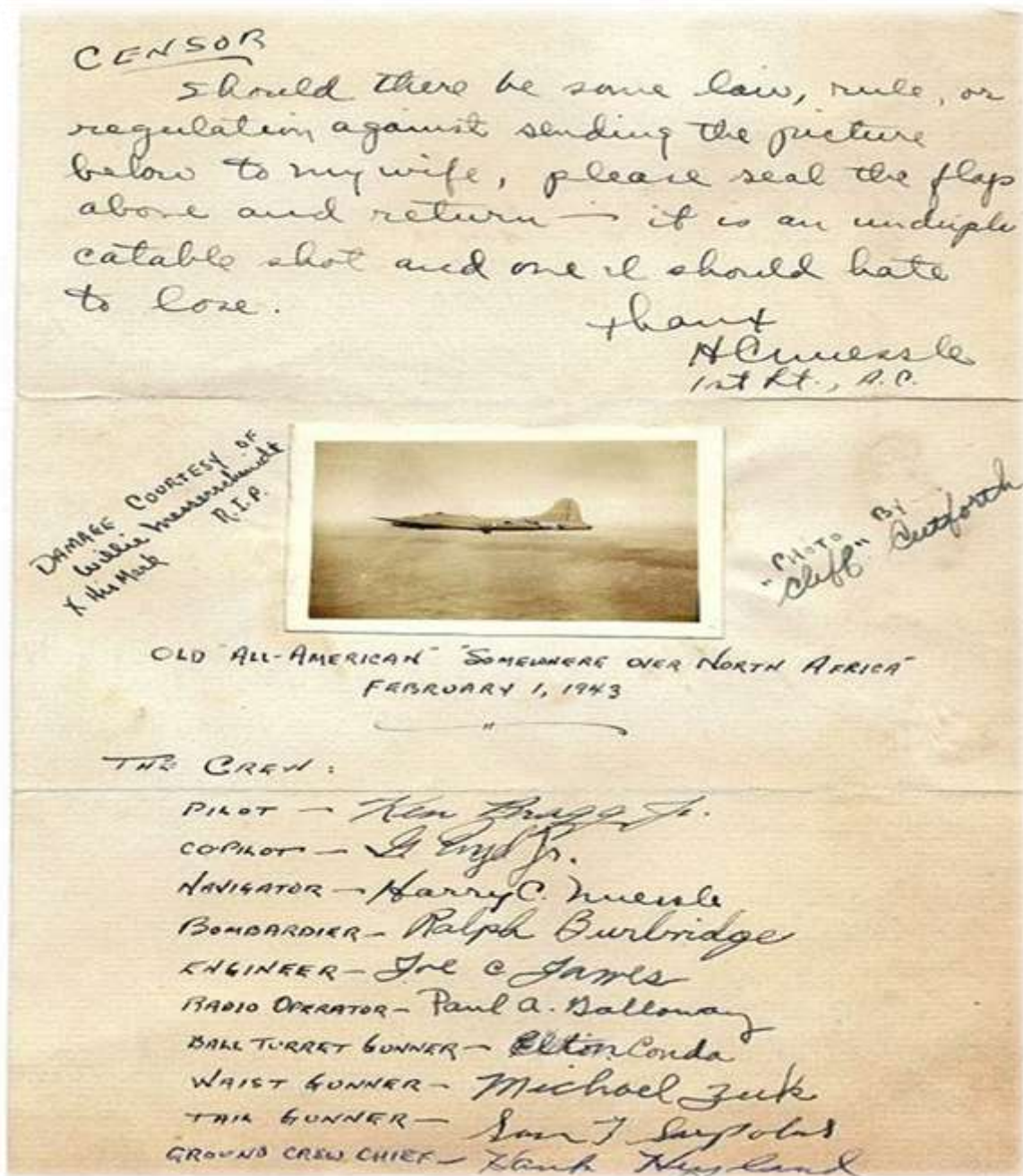
Peter Riddle

Development Engineer, Vehicle Proving Department, Austin-Morris, Longbridge, 1976 - 1979



SOL 258H is the oldest surviving gearless car and was the preferred transport of Sir Alex Issigonis.

A real miracle – from WWII



B-17 'All American' (414<sup>th</sup> Squadron, 97BG)

Crew

Pilot	Ken Bragg Jr.	Co-pilot	G. Boyd Jr.
Navigator	Harry C. Nuessle	Bombardier	Ralph Burbridge
Engineer	Joe C. James	Radio Operator	Paul A. Galloway
Ball Turret Gunner	Elton Conda	Waist Gunner	Michael Zuk
Tail Gunner	Sam T. Sarpolus	Ground Crew Chief	Hank Hyland

In 1943 a mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of WW II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, and then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "*All American*", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17.

The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, The fuselage had been cut almost completely through connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret.



Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft miraculously still flew!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and

the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky.



For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel

and took one of the pictures shown. They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signalled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.



Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.

***This old bird had done its job and brought the entire crew home uninjured.***

## National accolade for Near and Far at Professional Driver QSi Awards

### Fakenham chauffeur company wins Silver award in Chauffeur Company (1-10 vehicles) category

#### A night to remember for Britain's chauffeur and private hire industry

Fakenham Chauffeur Company Near and Far has won a prestigious national award in the only national awards for the private hire and chauffeur industry. The company has won the Silver award in the Chauffeur Company (1-10 vehicles) category.

This category is designed to reward the smallest operators, and the judges couldn't resist the appeal of Near and Far, a relatively new chauffeur and wedding business driven – in every sense of the word – by Chris Cockrell.

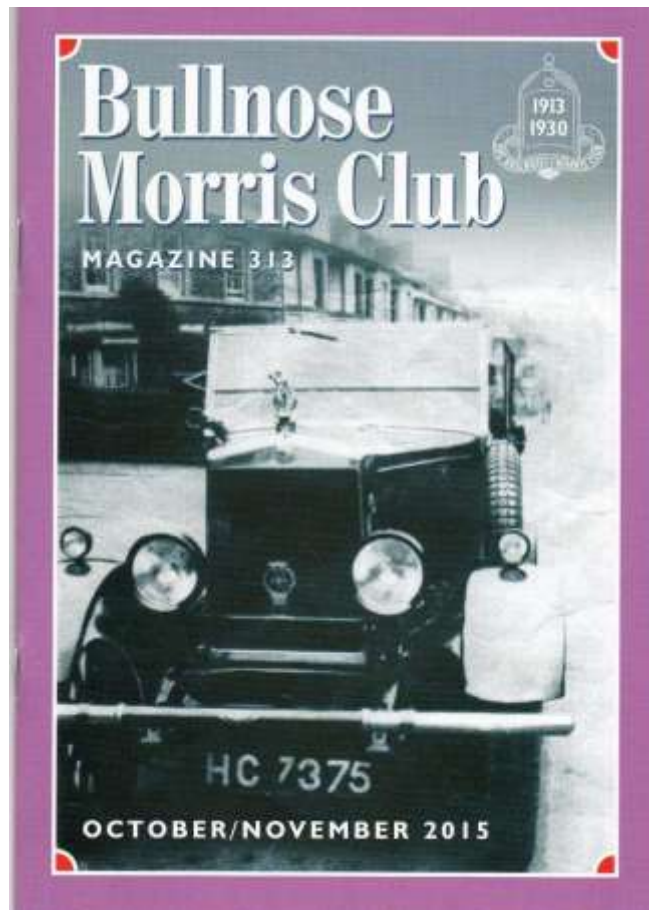
Near and Far, based in Fakenham, north Norfolk, offers a complete range of services – everything from airport runs to weddings to VIP/close protection chauffeuring. Everything is presented immaculately and the standards of professionalism would shame many large operators.

Professional Driver magazine's QSi Awards ceremony (19<sup>th</sup> November) was a night to remember for the cream of Britain's chauffeur and private hire operators. The awards, open to every chauffeur and private hire company in the UK, are designed to recognise operators and individuals that demonstrate excellent standards of Quality, Service and Innovation.

Gold, Silver and Bronze awards were presented in 10 categories (3 of which Near and Far were shortlisted for) at a thrilling event held at the Effingham Park Hotel, near Gatwick Airport, hosted by TV motorsports presenter and racing driver Amanda Stretton.



The chauffeur and private hire industry has weathered the worst of the economy over the past few years, while making giant leaps forward in quality and professionalism. The QSi Awards are designed to reward that excellence, and bring the industry together for a night in a celebration of all that's good about this business.



**90 YEARS OLD AND STILL GOING STRONG!  
1925 MORRIS "BULLNOSE" COWLEY TOURER**

If ever you needed an example of early 20th century British engineering excellence, here it is. This Morris "Bullnose" Cowley left the factory in 1925, and like many other historic vehicles built by Morris Cars, has given amazingly reliable service for almost a century.

The original purchaser must have had an eye for safety because he specified four-wheel brakes instead of rear-only as an extra cost of seven pounds ten shillings, bringing the total price to £190 including a year's insurance. A world of speed and unlimited adventures had opened up for this new owner; Morris's advertisements of the period boasted that the car "can be driven at an average speed that puts many far more expensive cars to shame," and reassuringly promised that with a full load of four persons, the car "will clear any hill".

An interesting feature of 1920s motoring was that cars having four-wheel braking often had a small triangular badge fixed to the rear bumper warning other motorists of their superior stopping power, although if you got close enough to read the small lettering you were probably in trouble anyway.

The featured Morris Cowley has a 1548cc engine producing 26 bhp, enough to propel the car to forty miles per hour in 30 seconds and on to a top speed of around 50 mph. In about 1924 a similar model was given an uprated engine and a more streamlined windscreen. Some modern MG owners will be surprised to read that this was to become the first MG, the initials of its manufacturer Morris Garages.

The Morris Cowley, a best-seller in its day, was continually revised and refined, while retaining its familiar "Bullnose" radiator, from its first appearance in 1915 until superseded in 1927 by a flat radiator version. During this period, enthusiasm for convertible (or "tourer") bodies began to decline as steel bodied models with opening glass side windows and better weather protection came within reach of ordinary motorists' pockets. The Cowley name was used by Morris Cars for various models until the late 1950s.

The "Bullnose" pictured here has been on all sorts of adventures including a 1000 mile tour of the Loire Valley in France, never breaking down and starting every time, even on the coldest winter morning, something that supposedly improved cars of the 1940s, 50s and 60s often failed to do. Morris spares are still readily available at reasonable cost so this vintage motoring icon, along with a few hundred other surviving examples, should be with us for many years to come.

Barry Sell

Dear Ian,

I thought BVMC Magazine readers would be interested in an article about my 1925 Cowley TW 744 published in the 2015 Watton Classic Car Event Magazine.

On Sunday 21 June, as on previous years, the Norfolk town of Watton closed its main street to regular traffic for their excellent and highly praiseworthy

Classic Car Event. At 9am, a vintage and classic car run organised by the Sporting Car Club of Norfolk was waived off by the Mayor. The street was then filled for the remainder of the day by a static display of classic vehicles. Conscious of the need to promote the historic vehicle movement, especially to younger people, I put the article together along with a few photographs and sent them to the event organisers who published the material.

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In the magazine as you see it in my email attachments.

Hopely this will encourage other BVMC members to do something similar. Editors are always on the lookout for material to fill their pages, so if a meaningful connection to a regular motoring feature or a forthcoming event can be made, the article will likely be published provided it contains

information of interest to the general readership.

I do not purport to be a vintage Morris expert, so I apologise to other BVMC members who spot any historical or technical errors in my article.

Kind regards,

Borrie Stiff



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## A year with an old car nut

Martin asked if I would compile some notes of what I have been up to this year. So here goes.

First up Sara and I organized the SCCON New Year's Treasure Hunt. We decided to set it around telephone boxes which are symbolized on the 50,000 OS maps, not as easy as we thought. A trip over Reedham ferry was essential to achieve the target number of boxes to visit. It appeared all those who entered enjoyed themselves pity there was not a few more members out getting the grey matter working after Christmas.

Down to EXCEL for the opening night of the London Classic Car Show which Georgina my daughter produced. Little different to normal car shows as it had live demonstrations of cars running down the centre of the hall. F1 cars make a great sound when running indoors. Georgina knows what gets old boys interested.

Next up was a busy weekend in February RaceRetro on the Saturday to meet up with some mates to see what's new in the Historic motor sport world. We drove from there down the road to Silverstone for the annual VSCC. Pomeroy Trophy with the 1955 Triumph TR2 in tow. Daughter, Georgina, was to drive to get some more signatures on her race license. Her Bentley Belles' colleagues were all competing in a variety of cars. It's a long standing VSCC event designed to ensure all cars have an equal chance of winning by applying a complex formula. There are various elements, a 40 minute race, acceleration test, handling test, braking test, ability to carry two standard suit cases and be driven to the event through a control point on the public highway. Unfortunately a spin on oil shed by a vintage car she was following and a missed gear in the acceleration test meant she did not finish too well but it was great fun.



At about this time my 1937 Riley Sprite returned from the paint shop. I then spent the next 5 months working most evenings to get the car ready for the 80th anniversary of the Sprite's production. Only 48 of these wonderful cars were built and I had to do it justice by taking great care with its reassembly. I am pleased with the finished result. During the winter evenings I attended all the Fressingfield Oily Rag Club talks with fellow Sconites Dobson, Riddle, Ward and Edwards. Always an interesting night out. The highlight always being a wonderful supper prepared by Ann Dobson before we go. Riddle is banned from talking about cars over supper but somehow they always get mentioned.



Soon after this Georgina and I were off on our annual attempt at the Flying Scotsman Rally for prewar cars in our trusty 1938 Riley Lynx Sprite. I have now competed in all seven of the Scotsman and we clearly enjoy this event which is a great challenge in a relatively low powered car. We managed to finish 22<sup>nd</sup> out of 120 with a dicky trip meter, which is not bad. Georgina is becoming a very good navigator we just need a more powerful engine to keep up with the 200bhp Bentleys in the tests. Our thanks to Phil

Webb for travelling up most of England with the trailer to collect us, so that we could avoid the very long drive home from Scotland.

Next up was the FORC annual Sprint at Woodbridge Airfield took the TR2. Fantastic array of members' cars all having their private battles with the tricky airfield circuit.

Spent a weekend walking in Derbyshire with Sara and my cousin and his wife, where we managed to con them in visiting a certain set of hill on one of the days where would you believe there happen to be a VSCC Trial taking place. These vintage cars really have their necks rung, how they get them up some of the hills really is amazing.

Next it was the Breckland Sports and Classic Car Run Annual May run around parts of Norfolk and Suffolk with an informal group of car nuts. Sara and I in the TR2 and Georgina borrowed the 911 and had some sideways fun on the tests. The year's nominated organizer always seem to find some private land (most of the members are Farmers)



on which to have some fun and there is always an element of the unknown, great fun and very wide range of interesting cars.

A few weekends later we were out on the SCON Classic Car Run starting in Watton, as normal good fun in Riley Lynx. All the rest of my family were out in one car or other. Brakes a little off colour following the Scotsman when they took some stick and needed relining. Many thanks to all those members of SCON who help make this all possible.

Goodwood was next up for the Benjifield Racing Driver Clubs (club of the year I think) annual sprint which Georgina and I were invited to having competed in their 24 hour race for Vintage Cars the previous autumn. We took the TR2 for Georgina and I took the 911. I last sprinted at Goodwood as a young man 38 years previously it was very different in those days. I managed to spin the 911 trying too hard coming out of Lavant.

This was followed, a few weeks later, by a private track day which we were invited to again at Goodwood. Spent all day in and out of our TR2 and TR6. It is amazing how two cars with the same lineage can be so different 15 years of development must have helped together with 60 more BHP. The TR6 was the same car I used 38 years before shared with my brother when we owned it jointly. I drove a friend's Lister V12 XJS with 550 BHP on tap great fun until the head gasket let go. Was taken around the Circuit in the St Mary's Cup winning Mini Copper S what an experience it was flat out almost all the way round and just keeps hanging on.

July came and the VSCC Norfolk Tour starting and finishing in Attleborough out came the Lynx again and my Father in his Riley Mentone. A quiet tour around the Norfolk byways in some wonderful old cars. At the finish I was approached by a lady who had been given her Fathers 1933 Riley Monaco. She wanted to know if I am related to the Riley car family (which I am not) as she believed her car was once owned by Mrs. Victor Riley Senior. I told her I would be seeing Victor Riley Junior (a man his 80's who was to be at the Sprite 80<sup>th</sup> celebrations) in a few week's time and I would ask him if he had any recollections of the car. I spoke to Victor as promised and he confirmed it was his mother's car which she had purchased new and Rallied it with a great deal of success in the 1930's. He later contacted the lady and gave her more information. Victor went on to tell me that having purchased the car from Riley she married the Chairman Victor Riley Senior (his father) 35 years her senior. As soon as they married he apparently stopped his wife taking any further part in motorsport, imagine that today. That was until she got a call from Raymond Mays who wanted her to go testing in his new ERA. Which you will all know has a Riley 6 cylinder engine. Apparently Victor was furious when she came home late that night it was a little later that she found she was pregnant with Victor junior. The ERA became the most successful British racing car both pre and post war and still show a clean pair of heels to all cars of that period. The Riley Sprite 80<sup>th</sup> anniversary was next I finally finished



putting it to together a week before (a lot of midnight oil). Sara had become rather annoyed at the time I spent locked up in my workshop. Of the 48 sprites built 22 of them turned up at VSCC Prescott for the Three day event. Five of us competed up the Hill which was enjoyable over a glorious summer weekend. It confirmed to me why I prefer to Rally, you spend hours waiting for a run up the hill then it is all over in less than a minute. We all attended a celebrations Dinner in a local village hall at which the guest of honour

was Victor Riley Junior. A book of the event has been produced which catalogues all the cars and their history. A wonderful event to have taken part in.

Bank holiday in August saw us at Car Feast South for two days on Jodi Seckter's farm. We tend to go each year as Georgina heads up the production team of these two Chris Evans' Children in Need events. It was very wet indeed as you may have heard. There is certainly something for everyone at the feast. The highlight for me was when Bob Geldof was on stage.

It was then out to Alpine France with Sara in the TR2 to enable me to navigate in the 2<sup>nd</sup> Alpine Trial in a 1926 4½ litre Bentley Super Sport. A three day event on the lines of the prewar Alpine Trial. This is one of the best events I have ever done having competed the previous year in the same car. You get to drive some of the most fantastic Col's in the Alps many under regularity conditions set at high speeds for a large car like a Bentley. You use the French 1:100,000 maps which are understandably pretty dodgy when you are trying to navigate on a pass with numerous hairpins not all shown on the map. We finished 3<sup>rd</sup> but were leading the event until the last but one timing point of the entire event. The pressure of being at the front was our down fall, coming out of a timing point I said 'take the right turn sign posted 'Col de Basin'', remained buried in the maps, to look up and unable to find the next timed feature. Had to turn around which is not easy in the Alps. Retraced our steps to find the turning took us downhill not what the driver expected to see he was looking for a Col which are normally uphill. The car running in second place made the same mistake all a ploy by the organizer to catch us out the third placed car did not however make the mistake. We pulled back 2 of the 3 minutes we were now down but it was not enough and the third placed car came through to win and as the second car was alerted to the error he did not lose as much time. So after three days of rallying and 650miles on the road the top three cars were separated by 20 seconds not bad for cars built in the 1920's. Will be back in 2016 for more.



The following morning Sara and I climbed into to the trusty TR2 for a leisurely drive home. We turned east from Annecy to drive some of the major passes in Switzerland then into Lichtenstein and on into Austria over three days to arrive in Fusin in Southern Germany in order to drive the Romantic Strata up to Wurzburg near Frankfurt. Sara has wanted to visit this part of Germany for years as there are so many interesting things to see which proved to be the case. It took us four days to complete this part of our journey. We then moved on up into the Mosel Valley where we spent two days including a trip up the river. It was then onto Spa to watch the practice for the Historic 6 hour race in which Georgina's Bentley Belles were competing. A magnificent array of cars Ford GT40's competing with TR2's add to the spectacle. Then it was home via Calais. 2000 miles five countries four boat trips and map read every inch of the way by Sara to avoid all motorways other than in the UK. The TR did not miss a beat it is a fantastic car for this type of trip with its seven speed gearbox and good fuel economy. We did have to put the hood up on one of the day which goes against the grain.

Stubble Racing was the next experience in September. Georgina entered as driver in the 1933 Riley Mentone of her Grandfather with me on the maps. Sara teamed up with my mate from the Alpine in his 1929 Chrysler 75. You will have read about the event in Spotlight from an article written by Peter Riddle. Thanks to Peter and other SCCON members for Marshalling on day. It was great fun and all a bit different. Sara finished 3<sup>rd</sup> and Georgina 8<sup>th</sup> with terminal clutch slip.



Late in October we packed the Sprite into a trailer and it was taken to Mallorca with other cars to enable us to compete in the 'Moto Mallorca', a historic rally on the Island organized by Georgina and a Bentley Belles colleague. It was mildly competitive Road Rally around the Island using the amazing mountain roads which has passes which makes those in the Alps look second rate. We used the Islands only Race track on the last day. The hotels in which we stayed and restaurants in which we ate were truly exceptional. I managed three swims in the med, which was a

pleasing end to the summer. The event was enjoyed by all. Thanks to Dave Bell and Sccon for the loan of the clocks which kept us all to time. Sara and I finished 2nd.

Armistice Day was a sad one as a good friend who I have met historic rallying Funeral was on that day. His name was Robert Grant and he drove a TR3 for the works in the Liege Rome Liege and other such events in the late 1950's. He was one of the world's true gentleman and will be missed by many. Look out for his Grandson Callum who at 19 won the Oulton Park Gold Cup earlier in the year and has inherited his Grandfather's wonderful works Austin Healy 3000.

November brought the nec Classic car show which was far too crowded but I did look at a few new things.

Le Jog (Land's End to John O'Groats) Historic Endurance Rally is coming up in early December we are entered in our 1973 V4 Saab 96. I will drive for the first time (five previous attempts as navigator with varying success) and Georgina is to navigate. Rob Kitchen of Norfolk Classic Cars has done a wonderful job, as always, getting the old girl fit for action. A few problems existed after the 2012 Le Jog which I had not got round to getting fixed. Just taken it out on a test run on a filthy night and she is running like a bird so here's hoping for a good run. Not sure Georgina knows quite what she has committed herself to.

Finally just before Christmas it's over to Holland to navigate on the Amsterdam 100 Mile Night Rally for Prewar cars. A number of us Vintage car rally boys have been persuaded it's a good crack in the freezing cold with no hood and a set of candles up front quite appropriate in a funny kind of way.

So there it is, a sort of Diary of my year as a very amateur old car nut. Sara says I think of nothing else and I need a better balance in my life so I may be doing a little less next year, we shall see. I think she does enjoy little bits of it on occasions if we did but know. I do have to thank her for her support in all that I do.

Happy Christmas and New Year's Motoring

Julian Riley



## The night Father Christmas broke down

Paul Doodson

*Dear reader, while the story below is just "a story", let me assure you, not all lorry drivers are muscle bounds semi-literate hulks, some are quite switched on, and not all lorries are used just to deliver your daily bread. In the past they have been used to deliver lifesaving drugs to war zones. Not all the drivers returned to their families. Happy Christmas. Anon.*

It was Christmas Eve and while most people were at home around the fire a small group of people, stood in a beside a line of huge lorries, while waiting for the last ferry to take them from Calais to Dover. Most of them lived in Kent, but some had well over a full nights drive before they arrived at their home..

Through the snow the ferry arrived, its bow door open. A line of French lorries trickled onto the quay.. The French drivers all shouted, "Joyeux Noel" to their English counterparts, who returned with a Merry Christmas..

The Mate arrived to usher the English lorries onto the Ship..

Just then a huge shower and a blinding flash appeared in the empty space, between the lorries and the Ship. Having recovered from the shock the drivers realised that the huge gentleman was Father Christmas..

He explained that the sled had cornered a bit too fast and hit the clock tower, in Calais, and down we came..

All the drivers rushed for their tool kits, but all their efforts were in vain. It will need welding said one driver. The Ship had to leave, so the reindeer were unhitched from the sleigh, led onto the large car deck.. The sleigh was towed behind one of the trucks onto the car deck. The Captain arrived, & then the Chief Engineer, who began welding the sleigh, to effect a repair. Father Christmas was ushered to the drivers restaurant and told not to worry..

Then some hero suggested, "why can't we deliver the presents to the UK, while you go onto Ireland & the USA"..

"Can't be done, it would take too long" said Santa... But then he had an idea.. and sent somebody to fetch his "first aid" kit..

By now the Ship was entering Dover Harbour. All the drivers descended to the car deck. The drivers went to their vehicles, engines started. He commanded all the drivers to fly, with all haste, and do not stop until every child in the land has received their presents and the driver is safely at their home. Father Christmas then shook every body's hand. The Ships huge stern door opened, and with a wave, he said, "OK lets go"..

Each driver eased off their air brakes, with a loud hiss. Then, with a blink of an eye the great car deck was empty. All that could be seen was several pin points of light, some heading, North, West and East, together with the faint sound of gears changing up as the lorries sped off to make the most important deliveries they will ever make..

So, next time you are out in your car and you see a great big lorry heading goodness know where, look at the driver and give him a wave..

And if he waves back with a smile, he might know the secret of the night Santa broke down, and might even have delivered your Christmas presents that year..

## King John

Ian Doble

### King John 12 Car

Well the roving wrinklies had another go at “marshalling” on a Kings Lynn 12 car this month. Starting and finishing at the Victory pub in Clenchwarton, what a lovely name, and organised by Adrian Cunningham. It was a seriously compact 45 mile route in the southeast corner of 131D1orD2. As always we just want to solve the route handouts and find all the boards and TCs hopefully without going OTL.

The short runout took us to TC1 heading SE in GS5616. The handout was coded grid square exits and I was quite pleased with myself managing to “sus it” and navigate Percy to TC2 (found along the correct route at 591129) without dropping any time, but still on the same handout to TC3 @ 553112. Again I think we managed to clean it and so far so good.

Section 2 was four 10 figure map references with approach and departure, not my favourites but Percy took his time I managed to plot them on the move. By the time I had plotted the second one and checked the approach direction we had already passed the slot left we needed at 538131 necessitating an about turn and a very slow creep along the road until we knew where we were! At least we found TC4 although dropped a few minutes. The tee junction just after the TC was the sight of my first booboo. The route I drew on the map turned left onto the yellow dual carriageway in GS5314, but when we got to the junction I was distracted by the gap in the central reservation and we drove across through the gap and turned right instead of taking the westerly loop, hence our first missed board and “fail”. After a conflag on the correct route to the end of section we were surprised by finding TC5 @ 567173 after a long dash along the A47. This was a very clever bit of gamesmanship from the organisers as the end of was TC6 and several miles to the southwest. We even had an envelope to open which really confused me, especially when I opened it and it was empty – nice time waster, but nevertheless we found our way correctly to the end of section.

The next handout was a long line of numbers with occasional letters to identify not as map junctions and lwtS. The numbers were gridlines, spot heights and map references and took a little while to decipher, but we kept going and although we pushed along the south east side of the River Nene towards Sutton Bridge we dropped another minute. The last section handout really caught me out with a list of 32 coloured junctions to find the next TC. To be fair there were a couple of errors and we spent time park-up having a conflag to make a committee decision that resulted in a considerable time loss, although we found all the boards.

Next up were just 4 spot heights with either approach or depart directions, so simple, but so difficult for me. I had road blindness by only looking for a road on the east side of sh3 in Terrington St Clement and wandering around in blissful helplessness not finding any boards, when the correct route took the more “obvious” yellow just to the west of the spot height. So we picked up our second fail and lost another lump of time before finding the finish control back at the pub. We finished with 2F and 19mins being 4<sup>th</sup> out of five Experts and had a very enjoyable run around an area of Norfolk I don't know very well.

Percy's Pal.

**Humour**

<p>A big shot attorney had to spend a couple of days in the hospital. He was a royal pain to the nurses because he bossed them around just like he did his staff. None of the hospital staff wanted to have anything to do with him. The head nurse was the only one who could stand up to him. She came into his room and announced, "I have to take your temperature." After complaining for several minutes, he finally settled down, crossed his arms and opened his mouth. "No, I'm sorry," the nurse stated, "but for this reading, I can't use an oral thermometer." This started another round of complaining but eventually he rolled over and bared his behind. After feeling the nurse insert the thermometer, he heard her announce, "I have to get something. Now you stay JUST LIKE THAT until I get back!" She left the door to his room open on her way out. He cursed under his breath as he heard people walking past his door, laughing... After about 20 minutes, the man's doctor came into the room. "What's going on here?" asked the doctor. Angrily, the man answered, "What's the matter, Doc? Haven't you ever seen someone having their temperature taken?" After a pause, the doctor confessed... "Not with a Daffodil."</p>	<p>When I was young I decided I wanted to be a doctor. So I took the entrance exam to go to medical school. One of the questions asked us to rearrange the letters PNEIS into the name of an important human body part which is most useful when erect. Those who answered spine are doctors today." The rest of us are sending jokes via email!"</p>
<p>President Obama and David Cameron are shown a time machine which can see 100 years into the future. They both decide to test it by asking a question each. President Obama goes first: "What will the USA be like in 100 years' time?" The machine whirrs and beeps and goes into action and gives him a printout, he reads it out: "The country is in good hands under the new president, crime is Non-existent, there is no conflict, the economy is healthy. There are no worries" David Cameron thinks "It's not bad this time machine, I'll have a bit of that" so he asks: "What will Britain be like in 100 years' time?" The machine whirrs and beeps and goes into action, and he gets a printout. But he just stares at it. "Come on David" says Obama, "Tell us what it says" "I can't! It's all in Arabic!"</p>	<p>A man goes to visit his 85-year old grandpa in the hospital. "How are you grandpa?" He asks. "Feeling fine." says the old man. "What's the food like?" "Terrific, wonderful menus." "And the nursing?" "Just couldn't be better. These young nurses really take care of you." "What about sleeping? Do you sleep okay?" "No problem at all, nine hours solid every night. At 10 o'clock they bring me a cup of hot chocolate and a Viagra tablet and that's it. I go out like a light." The grandson is puzzled and a little alarmed by this, so rushes off to question the nurse in charge. "What are you people doing" he says. "I'm told you're giving an 85 year old Viagra on a daily basis. Surely that can't be true?" "Oh, yes" replies the nurse. "Every night at 10 o'clock we give him a cup of chocolate and a Viagra tablet. It works wonderfully well". "The chocolate makes him sleep, and the Viagra stops him from rolling out of bed".</p> <p>I was telling a girl in the pub about my ability to guess what day a woman was born on just by feeling her boobs. "Really" she said, "Go on then ... try." After about thirty seconds of fondling she began to lose patience and said, "Come on, what day was I born?" I said, "Yesterday."</p> <p>I got caught taking a pee in the swimming pool today. The lifeguard shouted at me so loud, I nearly fell in.</p> <p>A boy asks his granny, 'Have you seen my pills, they were labelled LSD?' Granny replies, screw the pills, have you seen the dragons in the kitchen?</p> <p>A government survey has shown that 91% of illegal immigrants come to this country so that they can see their own doctor.</p>

<p>What did the blonde ask her doctor when he told her she was pregnant? "Is it mine?"</p>	<p>A boy was crossing a road one day when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog and put it in his pocket. The frog spoke up again and said, "If you kiss me and turn me back into a beautiful Princess, I will stay with you for one week." The boy took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a Princess, I'll stay with you and do <b>Anything</b> you want." Again the boy took the frog out, smiled at it and put it back into his pocket. Finally the frog asked, "What is it? I've told you I'm a beautiful Princess, that I'll stay with you for a week and do <b>Anything</b> you want. Why won't you kiss me?" The boy said, "Look, I'm a computer programmer. I don't have time for girlfriends, but a talking frog is really cool."</p>
<p>A cabbie picks up a Nun. She gets into the cab, and the cab driver won't stop staring at her. She asks him why he is staring. He replies: "I have a question to ask you, but I don't want to offend you" She answers, "My son, you cannot offend me. When you're as old as I am and have been a nun as long as I have, you get a chance to see and hear just about everything. I'm sure that there's nothing you could say or ask that I would find offensive." "Well, I've always had a fantasy to have a nun kiss me." She responds, "Well, let's see what we can do about that: #1, you have to be single and #2, you must be Catholic." The cab driver is very excited and says, "Yes, I'm single and Catholic!" "OK" the nun says. "Pull into the next alley." The nun fulfils his fantasy with a kiss that would make a hooker blush. But when they get back on the road, the cab driver starts crying. "My dear child," said the nun, why are you crying?" "Forgive me but I've sinned. I lied I must confess, I'm married and I'm Jewish." The nun says, "That's OK. My name is Kevin and I'm going to a Halloween party."</p>	<p>Once upon a time a guy asked a girl "Will You Marry Me?" The girl said "NO". And the guy lived happily ever after and rode a motorcycle and went fishing and hunting and played golf a lot and drank Beer and Scotch and had money in the bank and left the toilet seat up and farted whenever he wanted.</p>
<p>A husband and wife are trying to set up a new password for their computer. The husband puts, "Mypenis," and the wife falls on the ground laughing because on the screen it says, "Error. Not long enough."</p>	<p>One day I was walking down the beach with some friends when someone shouted... "Look at that dead bird!" Someone looked up at the sky and said... "Where???"</p>
<p>I was reading an article last night about fathers and sons, and memories came flooding back of the time I took my son out for his first drink. Off we went to our local bar, which is only two blocks from the house. I got him a Guinness Draught. He didn't like it – so I drank it. Then I got him an Old Style, he didn't like it either, so I drank it. It was the same with the Murphy's Stout and the Beamish Stout. By the time we got down to the Bushmill's Irish Whiskey... I could hardly push the push chair back home.</p>	<p>A blonde man is in the bathroom and his wife shouts: "Did you find the shampoo?" He answers, "Yes, but I'm not sure what to do ... it's for dry hair, and I've just wet mine."</p> <p>A blonde man goes to the vet with his goldfish. "I think it's got epilepsy," he tells the vet. The vet takes a look and says, "It seems calm enough to me." The blonde man says, "Wait, I haven't taken it out of the bowl yet."</p> <p>A blonde man spies a letter lying on his doormat. It says on the envelope "DO NOT BEND ". He spends the next 2 hours trying to figure out how to pick it up.</p>

At a local bar, Barrie the owner/barman was so sure that he was the strongest man around, that he offered a standing £1,000 bet. The barman would squeeze a lemon until all the juice ran into a glass, and then hand the lemon to the patron... Anyone who could squeeze two more drops of juice out of it, would win the money. Many people had tried over the years: weight lifters, body builders, etc., but nobody had ever been able to do it. One day, this scrawny little fellow came into the bar, wearing thick glasses and a polyester suit. He sat down, ordered a glass of draft, & started looking around the bar. After reading the sign on the wall about the lemon challenge, he said in a small voice: "I was just reading your sign, and I'd like to try the bet." After the laughter had died down, the bartender said: "Ok,..." He grabbed a lemon and squeezed the heck out of it. Then he handed the wrinkled remains of the rind to the little fellow. But the Crowd's laughter turned to total silence as the man clenched his little fist around the lemon ... and six drops fell into the glass. As the crowd cheered, the bartender paid the guy his £1000, and then asked the little man: "Do you mind if I ask what do you do for a living? Are you a builder, a weight-lifter, or what?" The little fellow quietly replied: "I work for Inland Revenue."

A blonde man was driving home, drunk as a skunk. Suddenly he has to swerve to avoid a tree, then another, then another. A cop car pulls him over, so he tells the cop about all the trees in the road. The cop says, "That's your air freshener swinging about!"

A blonde man shouts frantically into the phone, "My wife is pregnant and her contractions are only two minutes apart!" "Is this her first child?" asks the Doctor. "No!" he shouts, "this is her husband!"

Bought the missus a hamster skin coat last week. Took her to the fair last night, and it took me 3 hours to get her off the Ferris wheel.

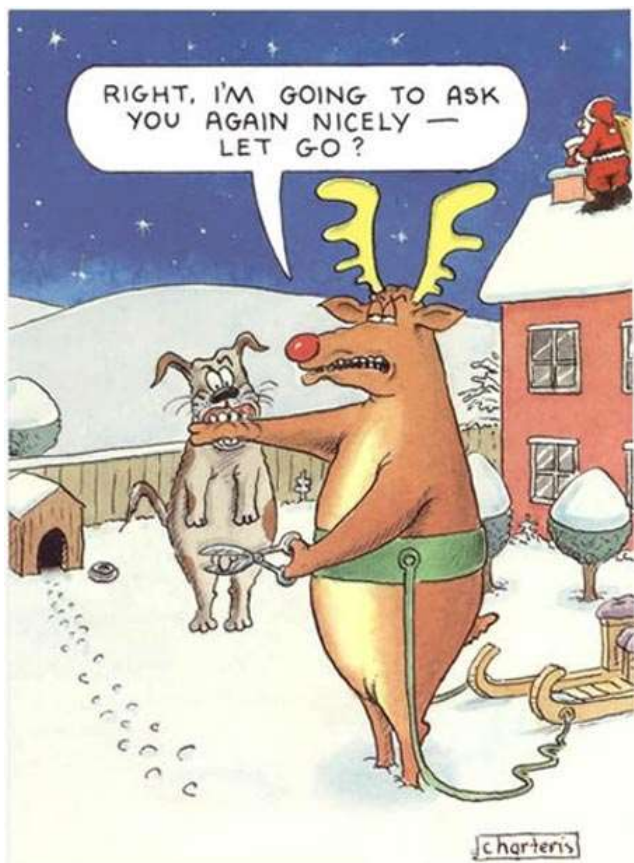
As the coffin is being lowered into the ground at a Traffic Warden's funeral, a voice from inside screamed, "I'm not dead! I'm not dead! Let me out!" The Vicar smiles, leans forward sucking air through his teeth, and mutters, "Too late pal! I've already done the paperwork!"

Four old retired guys are walking down a street in London. They turn a corner and see a sign that says "Old Timers Bar -- ALL drinks 10p." They look at each other and then go in, thinking, this is too good to be true. Graeme, the old bartender, says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, gentlemen?" It's a fully stocked bar, so each man orders a martini. In no time, the bartender serves up four iced martinis -- shaken, not stirred -- and says, "That'll be 10p each, please." The four guys stare at the bartender for a moment, then at each other. They can't believe their good luck. They pay the 40p, finish their martinis, and order another round. Again, four excellent martinis are produced, with the bartender again saying, "That's 40p, please." They pay the 40p, but their curiosity gets the better of them. They've each had two martinis and haven't even spent a £1 yet. Finally one of them says, "How can you afford to serve martinis as good as these for a 10p a piece?" "I'm a retired tailor," the bartender says, "and I always wanted to own a bar. Last year, I hit the Lottery Jackpot for £25 million and decided to open this place. Every drink costs 10p. Wine, liquor, beer -- it's all the same." "Wow! That's some story!" one of the men says. As the four of them sip their martinis, they can't help noticing seven other people at the end of the bar who don't have any drinks in front of them and haven't ordered anything the whole time they've been there. Nodding at the seven at the end of the bar, one of the men asks the bartender, "What's with them?" The bartender says, "They're retired people from Yorkshire. They're waiting for Happy Hour, when drinks are half-price."



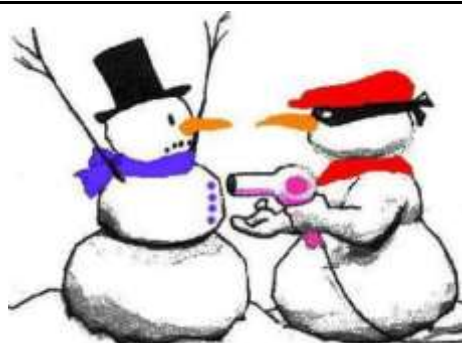
Why can't women play football? Because you will never get 11 of them to wear the same thing in public at the same time.

An Italian tourist asks a blonde man: "Why do scuba divers always fall backwards off their boats?" To which the blonde man replies: "If they fell forward, they'd still be in the boat."



I've accidentally swallowed some Scrabble tiles. My next crap could spell disaster.

Seven wheelchair athletes have been banned from the Paralympics after they tested positive for WD40.



Englishman walks into a bar, he's usually accompanied by a Scotsman, a Welshman and an Irishman but they're still at the Rugby World Cup.

I Found a DVD the other day entitled Bald and Barely Legal. Chuffed with my find, I put the disc in the player, sat there ready to bash one out. Imagine my disappointment when it turned out to be a VOSA DVD about tyre tread depths.

## Anglia Motor Sport Club



## 2015 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	17 <sup>th</sup> May	Wethersfield	WSMC
2	28 <sup>th</sup> June	Scottow	SCCoN
3	19 <sup>th</sup> July	Debden	ECMC
4	6 <sup>th</sup> September	Scottow	SCCoN
5	20 <sup>th</sup> September	Wethersfield	CCC
6	8 <sup>th</sup> November	Debden	WSMC

## 2015 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	11 <sup>th</sup> October	Sculthorpe	KLDMC
2	19 <sup>th</sup> April	Wethersfield	CMC
3	7 <sup>th</sup> June	Debden	WSMC
4	5 <sup>th</sup> July	Wethersfield	ECMC
5	5 <sup>th</sup> September	Debden	WAC
6	22 <sup>nd</sup> November	Wethersfield	CMC

## 2015 / 2016 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	4 <sup>th</sup> October	Lamarsh	ECMC
2	18 <sup>th</sup> October	Ivinghoe Aston	FMC
3	1 <sup>st</sup> November	Kensworth	FMC
4	15 <sup>th</sup> November	Lyng	SCCoN
5	13 <sup>th</sup> December	Wattisfield Hall	WSMC
6	1 <sup>st</sup> January	Seckford Hall	ECMC
7	17 <sup>th</sup> January	Harlton	CCC
8	21 <sup>st</sup> February	Holbecks Park	WSMC
9	20 <sup>th</sup> March	Lamarsh	WSMC
10	17 <sup>th</sup> April	Ivinghoe Aston	FMC

**CCC** Cambridge Car Club **CMC** (Chelmsford Motor Club) **ECMC** Eastern Counties Motor Club

**KLDMC** (King's Lynn & District Motor Club)

**SCCoN** Sporting Car Club of Norfolk **WAC** (Wickford Auto Club) **WSMC** (West Suffolk Motorsport Club)



Andrew Scott  
AutoSOLO 1<sup>st</sup> o/a  
Targa 1<sup>st</sup> o/a



Marcus Keeble  
AutoSOLO 1<sup>st</sup> Class A1  
Targa 1<sup>st</sup> Class NA



John Peterson  
AutoTEST 1<sup>st</sup> o/a



David Leckie  
AutoTEST 1<sup>st</sup> Class D1



Geoff Bateman  
AutoTEST 1<sup>st</sup> Class E



Jonathan Stimpson

# 2015 / 2016 12 Car Championship

Round	Date	Sponsor	Organiser
1	Friday 30 <sup>th</sup> Oct 2015	P & H Novice	David Leckie
2	Friday 27 <sup>th</sup> Nov 2015	Waveney Mushrooms	David Mann & Robert Aldous
3	Friday 15 <sup>th</sup> Jan 2016	Happy Egg	Gordon & George Shipley
4	Friday 5 <sup>th</sup> Feb 2016	B & H	Bernie Fox & Howard Joynt
5	Friday 26 <sup>th</sup> Feb 2016	Canada Garage Motorsport	Mark & Lorraine Annison
6	Friday 18 <sup>th</sup> Mar 2016	Lyng Garage	Jonathan Stimpson

## Waveney Mushrooms 12 Car Results

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
6	N	Andrew Scott / Marcus Keeble	-	-	1	
5	N	Mark Annison / Ian Humphrey	-	1	2	1
1	E	John Peterson / Ian Graham	-	2	3	1
8	N	Tony Hewitt / Chloe Hewitt	-	2	4	2
2	E	Jonathan Stimpson / Brian Cammack	-	2	5	2
3	E	Emma Henchoz / Rob Henchoz	-	22	6	3
7	N	Gordon Shipley / George Shipley	2	11	7	3
4	I	Dale Lawson / Andrew Lawson	2	22	8	1
11	B	Julie Skuse / Nick Skuse	-	16	9	1
10	B	Rob Kitchen / Neil Kerry	-	19	10	2
12	B	Richard Felton / Richard Lang	1	13	11	3
9	N	Paul Ross / Jo Spencer	D N F			

Thanks to David & Robert for organising (route & navigation) & sponsoring and all the marshals: David & Robert (Boards), Pete (Scrutineering), David (Signing On & Results), Chris & Steven (MTC1 & Course Closer), Ian & Gill (STC2 & STC11), Howard & Bernie (STC3 & STC12), David L & David B (STC4 & STC13), Simon & Dick (STC5), Jez (STC6), Mike (STC7), Chris & Susie (STC8), Pete & Julie (STC9), Peter & Bryan (STC10).

The tie for 3<sup>rd</sup>, 4<sup>th</sup> & 5<sup>th</sup> o/a was decided on furthest cleanest.

Thanks also to Stuart & Clive who ran round as Course Opener a couple of minutes in front of John & Ian to make sure that the marshals were awake; they would have finished up with a penalty of 1 fail and 2 minutes!

# 2015 Club Championships

Latest Positions (end of November)

Marshals	
David Bell	25
Christine Newson	21
Marin Newson	21
Paul Doodson	20
Bryan Tooke	16
Maggy Bateman	15
Howard Joynt	14

Clubmans	
Andrew Scott	90
Marcus Keeble	68
John Peterson	62
Jonathan Stimpson	48
David Leckie	41
Mark Annison	38
Joe Annison	29

12 Car			
Driver		Navigator	
Andrew Scott	24	Marcus Keeble	24
Mark Annison	23	Ian Humphrey	23
John Peterson	20	Ian Graham	20
Julie Skuse	10	Nick Skuse	10
Dale Lawson	10	Andrew Lawson	10
Paul Ross	9	Joe Spencer	10
Tony Hewitt	9	Chloe Hewitt	9
Rob Henchoz	8	Amy Henchoz	8

12 Car Expert			
Driver		Navigator	
John Peterson	14	Ian Graham	14
Jonathan Stimpson	6	Brian Cammack	6
Emma Henchoz	5	Rob Henchoz	5

12 Car Intermediate			
Driver		Navigator	
Dale Lawson	14	Andrew Lawson	14

12 Car Novice			
Driver		Navigator	
Andrew Scott	14	Marcus Keeble	13
Mark Annison	12	Ian Humphrey	12
Julie Skuse	8	Nick Skuse	8
Paul Ross	7	Jo Spencer	7
Richard Felton	6	Chloe Hewitt	5
Tony Hewitt	5	Amy Henchoz	4
Geoff Bateman	4	Maggy Bateman	4

## 12 Car Entries

Sadly the bad habits of old have returned

### PLEASE PLEASE PLEASE

Fully completed entry form and entry fee in the post **BEFORE** the closing date  
(the earlier the better)

Beginners maps for marking to the organiser  
(why not order them from say Dash4It and have them delivered to the organiser?)

In return the organisers will maintain an up to date list on the website

**2015 Clubmans Championship**
**Lyng Garage Trial**

Results (SCCoN Clubmans round 5)						
Car	Driver	Car	Class	Class	Total	o/a
33	Rob Henchoz	MG Midget	3	N	171	1
23	John Peterson	Morris Mini	2	E	RET	
25	Andrew Scott	Renault Clio	2	E	RET	
216	Marcus Keeble	Renault Clio	2	E	RET	

**Marshals:**

Andrew, Bernie, Brian, Bryan, Christine, David, David,  
Geoff, Howard, Jez, John, John, Maggy, Martin

Results (AMSC Trials Challenge round 4)							
Car	Driver	Car	Class	Novice	Total	Class	Award
11	Dick Lines	Ford KA	1		143	1	1 <sup>st</sup>
24	Christopher Pettitt	Citroen Saxo	2		51	1	1st
26	Robin Howard	Citroen Saxo VTS	2		68	2	2nd
28	Andy Mount	Citroen Saxo	2		79	3	3rd
27	Ben Cutting	Nissan Micra	2		107	4	
25	Thomas Pettitt	Citroen Saxo	2	N	107	5	Junior
215	Stephen Douglas	Ford Fiesta	2	N	114	6	1st
217	Simon Dockray	Citroen Saxo	2	N	123	7	
218	Jack Dockray	Citroen Saxo	2	N	126	8	
22	Alan Hockham	Nissan Micra	2	N	136	9	
214	Jamie Douglas	Ford Fiesta	2	N	142	10	
212	Andrew Smith	Ford Puma	2	N	159	11	
29	Barry Franklin	Fiat Punto	2	N	164	12	
213	Mark Redgate	Ford Puma	2	N	182	13	
210	Sue Batley	Fiat Punto	2	N	192	14	
23	John Peterson	Morris Mini	2		RET		
25	Andrew Scott	Renault Clio	2		RET		
216	Marcus Keeble	Renault Clio	2		RET		
31	Richard Leggett	Fiat 500	3		84	1	1 <sup>st</sup>
32	Matthew Lake	Fiat 500	3		116	2	
33	Rob Henchoz	MG Midget	3	N	171	3	
41	Barry Redmayne	Liege S	4		17	-	o/a
410	Geoff Hodge	RDT Special	4		20	1	1st
45	Peter Hanman	Dellow Mk1	4		27	2	2nd
46	Tim Hanman	Dellow Mk1	4		27	3	3rd
49	Geoff Spencer	RDT Special	4		33	4	
44	Ross Nuten	Dutton Melos	4		75	5	
48	Mike Dockray	Dellow Mk1	4	N	84	6	Novice
43	Ian Nute	Dutton Melos	4		86	7	
47	Leigh Trevail	Hylander Luto	4	N	93	8	
42	Michael Leete	Austin Seven	4		108	9	
411			4		DNS		









**Devilishly Difficult Table Top Rally (just for fun)**

**One for you to try at your convenience**

Originally intended for Xmas 2014 but never got off the drawing board;  
with no round 6 this might fill the gap; no interest so it won't.

Map 144 B3 – starting from Tyrrells Restaurant at Snetterton Circuit

Three route cards (October, November and December) with results in January

Unfortunately if you want to participate you will need access to Inter Webby

Much more information on the SCCoN website

**Home>Clubmans>2015>Rnd 6**

(including a grid reference for the start)

<p><b>Devilishly Difficult Table Top Rally</b></p>
<p><b>Route Card 3</b> Will Use Whites Clarifications for this section: Road colours used: Green Red Orange Yellow White If a CP plots on a junction and it is a Control then the junction <b>WILL NOT</b> be included in the navigation If a CP plots on a junction and it is not a Control then the junction <b>WILL</b> be included in the navigation</p>
<p><b>RS3 – iTC3a</b></p> <p><b>YWYW WWW 95 84 96 WWW 85 WWW 96</b></p>
<p><b>iTC3a – iTC3b</b></p> <p><b>YYVWHWYYYWYVYWYYYYYWYVYYYWWWWHWYYWH</b></p>
<p><b>iTC3b – iTC3c</b></p> <p><b>2307070514070723232323232323142323230514</b></p>
<p><b>iTC3c – iTC3d</b></p> <p><b>ENNFENEWEWNFWEWEEEEENEEEEEEEEENEEEEWWN</b> <b>FNSWEWNSWNWWEENEENNWNNEWEEWENWEW</b></p>
<p><b>iTC3d – RS3</b></p> <p><b>0x12 9x2 Wx48</b></p>

**SCCON CLOTHING RANGE 2016 - with SCCON logo in gold on left breast**



UC601 Premium Fleece  
UC603 Children's Fleece



UC101 Classic Polo shirt  
UC103 Children's Polo shirt



UC201 Premium Sweatshirt  
UC203 Children's Sweatshirt



UC608 Ladies Fleece  
No bottom drawstring



UC611 Premium soft-shell jacket  
3-layer waterproof/breathable  
3 zip outside & 1 inside pockets



UC612 Classic soft-shell jacket  
3-layer waterproof/breathable  
2 zip outside pockets



UC302 Premium Tee shirt  
UC103 Children's Tee shirt



UC204 Vee-neck sweatshirt



UC501 Hooded sweatshirt

## SCCON Clothing - PRICE LIST December 2015

SIZES:- EXTRA SMALL, SMALL, MEDIUM, LARGE, EXTRA LARGE, 2X LARGE, 3X LARGE + 4X LARGE

	GSM grams per sq metre	Colour	Code	Price to SCCON Members	Sizes Not Available
<b>Premium warm fleece jacket</b>	380	Royal blue	UC601	£20.00	
Ladies full zip fleece jacket (no draw-cord etc.)	300	Royal blue	UC608	£18.00	<b>3XL 4XL</b>
Classic full-zip soft-shell waterproof jacket	325	<b>Navy blue</b>	UC612	£25.00	<b>4XL</b>
<b>Premium full-zip soft-shell waterproof jacket</b>	325	<b>Navy blue</b>	UC611	£33.00	<b>4XL</b>
<b>Classic Polo shirt</b> 50% cotton	220	Royal blue	UC101	£10.00	
Olympic Polo shirt 50% cotton	175	Royal blue	UC124	£10.00	
Cotton rich 100% cotton Polo shirt	220	Royal blue	UC112	£10.00	
Ultimate 100% combed cotton Polo shirt	250	Royal blue	UC104	£12.00	<b>4XL</b>
Premium Tee shirt 100% cotton	200	Royal blue	UC302	£9.00	<b>4XL</b>
Olympic sweatshirt with sleeves	260	Royal blue	UC205	£12.00	
Classic sweatshirt with sleeves	300	Royal blue	UC203	£12.00	
Premium sweatshirt with sleeves	350	Royal blue	UC201	£13.00	
Premium V-neck sweatshirt with sleeves	350	Royal blue	UC204	£14.00	
Premium hooded sweatshirt w/sleeves	350	Royal blue	UC501	£17.00	<b>4XL</b>
Olympic hooded sweatshirt w/sleeves	260	Royal blue	UC508	£14.00	
Children's full zip fleece jacket	300	Royal blue	UC603	£15.00	
Children's Polo shirt 50% cotton	220	Royal blue	UC103	£9.00	
Children's Tee shirt 100% cotton	180	Royal blue	UC306	£7.00	
Children's sweatshirt with sleeves	300	Royal blue	UC202	£12.00	
Children's hooded sweatshirt with sleeves	300	Royal blue	UC503	£14.00	
YOUR NAME ON THE RIGHT BREAST OR RIGHT SLEEVE		Gold		£2.00	

### ORDER FORM

Name \_\_\_\_\_

E-mail Address \_\_\_\_\_

Item \_\_\_\_\_ Size \_\_\_\_\_ Price \_\_\_\_\_

Item \_\_\_\_\_ Size \_\_\_\_\_ Price \_\_\_\_\_

Your name? \_\_\_\_\_ Location of name \_\_\_\_\_ Price \_\_\_\_\_

Send completed form to: \_\_\_\_\_ TOTAL \_\_\_\_\_

**Peter Riddle, 29 Gaynor Close, Wymondham, Norfolk, NR18 0EA.**

**Tel: 01953 - 601174**

**Cheques payable to 'Peter Riddle'.**

**Delivery will be at SCCoN events, or you can collect.**



Paul Millroy/TPM photo sport

## Specialist sport requires specialist insurance

Rally Guard – Designed by competitors for competitors: The road section event insurance for organising clubs.

If you're involved in motorsports you will want to be confident that your insurance is providing you with the protection you need.

Our dedicated motor sports team at Jelf Insurance Partnership have designed Rally Guard, insurance cover for Third Party Road Traffic Act liability for the road sections between stages (stage rallies) or during an event (road rallies).

Jelf Insurance Partnership

Partnership House, Priory Park East, Kingston upon Hull, HU4 7DY

### Key features

- In the event of a claim there is no excess to pay
- Cover runs up to 36 hours as standard
- Competitive prices
- Exclusive paybacks are offered to organisers who use Rally Guard for a whole season
- Dedicated team with many years experience within the motor sports insurance industry
- Proactive reassuring claims service

### Standard rates per driver including 9.5% Insurance Premium Tax:

Type of event	Duration	Premium
Road rallies	36 hours	£15.55
Navigational rallies, 12 cars and scatterers	36 hours	£19.00
Classic rallies/trials	36 hours	£19.00
National ASB stage rallies	36 hours	£18.55
International UK Stage Rallies	48 hours	£22.80
	72 hours	£30.00
	36 hours	£35.20
	48 hours	£40.40
	72 hours	£47.65

### Simple eligibility criteria – cover can be used for:

- Drivers aged 20 or over with the appropriate competition licence and UK/EU driving licence
- All competition and official vehicles used on the event insured
- All motor clubs registered with the MSA
- Competitors with EU licences and non-UK registered competition vehicles
- Anyone aged less than 20 years old or with a provisional licence will be insured at the standard price should their co-driver be over 25

### Please refer to us if you have any of the following competitors needing Road Section Insurance:

- Any driver disclosing more than 1 fault claim in 3 years
- All drivers disclosing 6 or more conviction points on their licence

Full administration packs are provided. In emergency situations, subject to the above eligibility criteria, organisers can allow competitors to apply for insurance cover on the day of the event, provided full payment is taken.

To apply for Rally Guard please contact our motor sports team for a chat or to arrange a meeting with us at service or ATC at most rallies.

Simply call 01482 388887 or email [info@jelfmotorsport.com](mailto:info@jelfmotorsport.com)  
[www.jelfmotorsport.com](http://www.jelfmotorsport.com)

Jelf Insurance Partnership



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JIF 02/06/2018