

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

February 2016



Snetterton Charity Day 2015



Thanks to Torque Photography for the photos

Inside this issue	
The Latest ...	3
2016 Calendar	4
Editorial	5
David Stokes	6
Marshals Post	7
Two Big Ones and Two Little Ones	8-9
Scottow AutoSOLO	10
Anglia Motor Sport Club	11
2015 / 2016 12 Car Championship	12-14
2015 Club Championships	15

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

[Canada Garage Motorsport 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

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Chief Marshal

Social Secretary

Membership Secretary

Child Protection

Web

Company Secretary

Committee Members

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

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

**Andrew Lawson**  
compsecretary@sccon.co.uk  
01692 598291

**Maggy Bateman**  
chiefmarshal@sccon.co.uk  
01379 783142

**Howard Joynt**  
howardjoynt@googlemail.com  
07917 060052

**Grace Philp**  
01953 887153

**Christine Newson**  
cjnewson32@yahoo.co.uk

**David Bell**  
percy@sccon.co.uk  
01603 720871

**David Leckie**  
01603 893294

**Chris Edwards**  
**Mike Lambert**  
**Dale Lawson**  
**Gordon Wellbelove**

## Lying Garage 12 Car

Friday 18<sup>th</sup> March 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 **18th February** for the next Natter & Noggin

## Diary Dates

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

**Sunday 21<sup>st</sup> February**  
**Holbecks Park Trial**  
**West Suffolk Motorsport Club**  
**AMSC Trials**  
**Challenge Round 8**

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

Wednesday 2<sup>nd</sup> March  
Management Meeting

Thursday 17<sup>th</sup> March  
Club night at the White Horse,  
Trowse

**Friday 18<sup>th</sup> March**  
**12 Car Round 6**  
**Lyng Garage**

**Sunday 20<sup>th</sup> March**  
**Lamarsh Trial**  
**West Suffolk Motorsport Club**  
**AMSC Trials**  
**Challenge Round 9**

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

Sunday 21<sup>st</sup> February  
Holbecks Park Trial  
nr Hadleigh

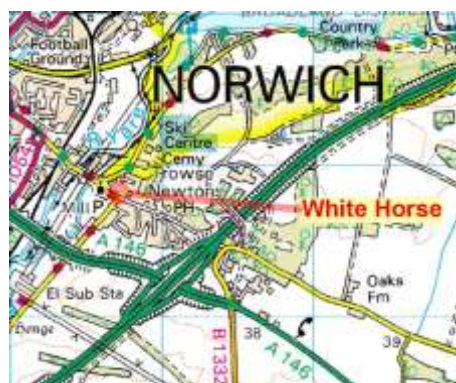
Friday 26<sup>th</sup> February  
12 Car Round 5  
Canada Garage Motorsport

Friday 18<sup>th</sup> March  
12 Car Round 6  
Lyng Garage

Sunday 20<sup>th</sup> March  
Lamarsh Trial  
nr Braintree



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



2016 Dates	Event	Champ.	Contact(s)
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
Sunday 3 <sup>rd</sup> April	AutoSOLO		Martin Newson
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)

Plenty of scope for suggestions and volunteers

Have you got any?

Would you be willing to pop your head over the parapet?

Don't be shy

# Editorial Chair

## Chairman is Reporting February 2016



Well we have been at it again out marshalling, this time at Brands Hatch at the **MGJ Engineering Brands Hatch Winter Stages**. This year as well as being part several regional championships it was part of the **Motorsport News Circuit Rally Championship**. This was round five of eight; with a full entry it was going to be a very busy day for everyone. Each stage layout was ran twice and there were four different stage layouts, we were marshalling in the area near the medical centre again and this meant we had to be on our toes when each pair of stages finished jump into action moving the stage furniture to their new positions. This year our team was made up of Andrew and Dale Lawson, Alex, Adrian and Charmain Sayers, Paul Doodson, Christine and me (Martin Newson). It turned out to be a good day for us, we didn't too much trouble this year with the competitors trying to knock the stage furniture out of the park just the odd cone knocked around. Alan Kirkham and Mark Annison looked as if they were having fun in their Rover 25 (the first time out in this car for Alan).

Saturday 6th Feb. A small but as normal perfectly formed team of club members went to the AEMC marshal training day at Cambridge College. It was a full house with 60 + people taking part in five different courses. Andy Lawson, Paul Doodson. Christine and I took part in the Senior Stage Marshal course. We all found it very interesting and as of this year there are lots of new regulations which have to be adhered to on multi venue events. There will be other courses during this year in the meantime please apply for your marshal's licence and do the on line course on the MSA site, this is the future of rallying in this country.

Autosolo: Early April we will be holding an Autosolo / Autotest and Production Car Autotest (the first of the series) at Scottow the exact date is to be advised as soon as possible through the newsletter and web pages. Please come and support us by either entering or by marshalling. If you have never done this sort of event please come along and have a go as we hope to run a site for first timers (a taster event).

The WSMC trial at Holbeck has a full entry this year and I know they could do with some help if you have not entered by marshalling, check out their web site for details`

Hopefully we will have full details of the club Autosolo, Classic Car Run, Annual Dinner and Awards and more in next month's issue. If you have any news for us please email me or Dave Bell,

As you might have noticed this copy is by email for most of you, if you wanted it posted you should have said last month.

## David Stokes (1947 to 2016)

Everyone involved in the Mintex MSA British Historic Rally Championship and the Roger Albert Clark Rally is deeply saddened by the news that David Stokes passed away today (10<sup>th</sup> February 2016) after a battle with cancer.

David was the Castrol/Autosport Champion in 1976 and won the British Historic Rally Championship four times in 2007, 2010, 2011 and 2014.

David was a fierce competitor and was passionate about his rallying. He had a wicked sense of humour and was widely known and respected across the sport. Even in his late 60s, he was driving as well as ever until his illness struck in the summer of 2015.

The historic rallying fraternity extends sincere condolences to his wife Sue, his younger brother Andrew and the rest of the family, his co-driver Guy Weaver and David's many friends across rallying.

RIP David.



## Marshals Post

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

*Other clubs:*

*Sherrards Resourcing South Downs Stages on Saturday 13<sup>th</sup> February based at Goodwood Circuit organised by Southsea Motor Club & Bognor Regis Motor Club*

*Holbecks Park Trial on Sunday 21<sup>st</sup> February based at Holbecks Park (nr Hadleigh) organised by West Suffolk Motorsport Club*

*Lamarsh Trial on Sunday 20<sup>th</sup> March based at Lamarsh (nr Braintree) organised by West Suffolk Motorsport 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))*



## Goodwood Circuit

**Saturday 13<sup>th</sup> February**

## "Two Big Ones and Two Little Ones" - an enjoyable weekend!

Last weekend started with the Happy Egg 12-car; the first one organised by Gordon and George Shipley. I was marshalling a passage control and had to make sure that every crew went very quietly past a couple of houses on a little unmade track not far from the rally start point at Gressenhall Social Club. It was great to see that the route included some new white roads that have never previously been used on SCCON 12-cars, and I enjoyed driving the slippery twisty lane just after my PC for the first time - well done Gordon. I'd had to follow part of the rally route to reach my PC and I was intrigued to see a big vehicle parked at the roadside: a Diamond T tank transporter. How many of the competing crews noticed it?

It caught my attention because my Dad drove one in 1943 during his wartime tank training. He told me.....

*The only transporter capable of carrying the heavy Churchill tank was the Diamond T. This truck was roughly twice as powerful as the Scammells and it could still do 20mph even with 40 tons of Churchill tank on the back. It was a challenge to drive these big vehicles on the narrow roads of the 1940's, but it helped that during the war there was hardly any non-military traffic. There weren't many roundabouts to negotiate back then, but we were allowed to go the wrong way around them whenever we needed to. The Diamond T had 12 gears and two gear levers and you couldn't describe them as pleasant to drive because of the noise level and the physicality of manoeuvring them at low speed without power steering. Despite this, I relished every chance I got to drive one.*

The night of the Happy Egg 12-car was very cold and most of the minor roads were covered in ice, so all credit to the crews who drove so well in such tricky conditions. Particular mention should go to Jonathan Stimpson and Josh Ward who won the event and to Garth and Michael Collier who would have won but for missing a code-board on a grass triangle. This latter crew put up a terrific performance because Michael, who is 13 years old, was competing for the first time. And finally a big thank-you firstly to Amy from the Happy Egg Company for sponsoring the event and to Frances Shipley for the splendid Cottage Pie that welcomed the crews and marshals when they arrived at the finish.



1943 M20 'Diamond T 980' Tank Transporter 23mph  
Hercules 14.7 litre 6-cylinder diesel engine 185bhp  
Used by the British Army mainly in N.Africa



1941 'Ward LaFrance M1' Heavy Wrecker Truck 45mph  
Continental 8.2 litre 6-cylinder petrol engine 145bhp  
US Army and British REME in the Middle East & Italy

I was up early the next day to travel to Gaydon for the Historic Rally Car Register's Open Day. On the way, while driving through Shuckburgh on the A425, I saw another ex-WWII truck - an early example of a Ward LaFrance M1 Wrecker Truck. This was the main recovery vehicle of the US Army but some were used by the British Army. During World War II a total of 6554 M20 Diamond T's were built in Chicago and 4925 Ward LaFrance (M1's and M1A1's) were built at Elmira in New York State and by Kenworth Trucks of Washington State in a parallel build. I wonder how many (or how few?) are left today. Both the vehicles pictured here are in full running order.

When I arrived at the HRCR Open Day, I started by looking round a good display of rally cars parked outside that included Jim Deacon's old Mark 1 Lotus Cortina PRP74D. Roger Clark drove this car to 7th place in the 1991 RAC Autoglass International Historic Rally and he drove it to 3rd overall the following year. With a new sponsor for 1992, the event was now called the Charrington's RAC International Historic Rally and I was entered at no. 17 co-driving Norwegian Monty Karlan in his Porsche 911S against my boyhood heroes: Timo Makinen, Rauno Aaltonen, Stig Blomqvist and Roger Clark. Unfortunately our Porsche suffered total brake failure early in the event due to a



brand new, but wrongly assembled, brake pressure distribution valve. As soon as I entered the main hall, I saw the very car that first sparked my interest in rallying - Timo Makinen's 1965 Monte Carlo Rally winning Morris Mini Cooper S. The '65 Monte was one of the snowiest ever and, of 267 entrants, only 35 crews reached Monte Carlo and were classified as finishers. This number was reduced to just 22 cars still running at the finish, when 14 more dropped out during the final 380 mile night-time Mountain Circuit.



The Mini that won the 1965 Monte Carlo Rally



The Mini that won the 1970 RAC Rally Championship

It was pleasing to see that Timo's Mini has recently been sympathetically restored and now has the correct front grille. I competed against this car in 1982 when Paddy Hopkirk used it to win the Lombard Golden 50 Rally, but back then it had a black-painted MkII grille which looked all wrong on a Mk1 Mini.

Moving into the next hall where the motor club stands were, I met Ian and Gill Doble who were launching the 2016 HRCR Clubmans Road rally Championship for which Ian is the series coordinator. Other folk I knew were Paul Brewerton and Tony Michael from Chelmsford MC and Sconies, Jim Deacon and Richard Leggett.

Another old friend at Gaydon was Chris Derbyshire who writes a regular column on rally car models in 'Old Stager', the magazine of the HRCR. Back in the nineties, I was trying to assemble a set of 1:43 scale models of the various cars I'd worked on during my career in the motor industry and Chris helped me to fill in the gaps by assembling resin kits for me of the Lotus Excel and Esprit, the Ford RS200 and Hannu Mikkola's London-to-Mexico winning Ford Escort. I still have these in a display case in our dining room. Chris owns a 1950's ex-works Sunbeam Talbot saloon rally car and he told me about a super drive he completed last year. Several Sunbeam owners drove the course of the 1955 Monte Carlo Rally (won by a Sunbeam Talbot), keeping as closely as they could to the original route. They had a collection of period photos of the Sunbeam team cars taken in 1955 at various points along the route. They located the same camera positions and took some new shots of their own cars viewed against the modern day backgrounds. For many of the pictures, those parts of France had hardly changed!

And the icing on the cake for me was another Mini. Opposite Ian and Gill's stand was Will Sparrow's rally Mini WNX 700H looking superb after a very thorough four-year restoration. Will rallied this car extensively in 1970 and 1971 at a time when the Mini had lost its competitive edge following the launch of the Escort Twin Cam in 1968. He wrote articles for Cars and Car Conversions magazine that became a bible for anyone building a rally Mini. Will's car preparation was excellent, he drove fast and safely and was accompanied by Nigel Raeburn, a brilliant navigator. In 1970 he won both the Hackle Rally in Scotland and the International Welsh Rally in his 1340cc Mini Cooper S, WNX 700H. He won his class on the RAC Rally (in a different Mini VNX 700H) on his way to winning the 1970 RAC British Rally Championship. Towards the end of 1970 Will had a rare accident on the Tour of Mull, lightly rolling WNX 700H. He then rebuilt it with a Mini Clubman front end as shown in the photo above. The roof had been creased so, to disguise the damage, he covered the roof with short-pile black Velvetex, and for a while the car was known as 'rumple roof'. He used this rebuilt Mini Clubman to finish 2nd to Tony Fall's Datsun 240Z on the 1971 International Welsh, 4th on the Circuit of Ireland and he had the most epic battle against George Hill/Keith Wood's Escort Twin Cam for the 1971 Motoring News Road Rally Championship. With the limited ground clearance of a Mini, Will's car got stuck on a very muddy white on the last round of the MN series and he lost the championship to George Hill by a single point. During late 1970 and through '71, I marshalled or spectated on the majority of events that Will Sparrow drove. He and Nigel were always very calm and courteous - they were my heroes!

Peter Riddle January 2016

## ***AutoSOLO, Autotest & Production Car Autotest***

April 2016

### **Scottow Enterprise Park nr. Norwich**



First round of the 2016 AMSC (Anglia Motor Sport Club) AutoSOLO Challenge and another opportunity to compete at Scottow Enterprise Park, formerly RAF Coltishall. Three permits; AutoSOLO for the purists, Autotest for the trailer boys and, new for this year, Production Car Autotest for the newcomers. All competitors use the same all forward tests, simply drive as quickly as you can round a series of numbered cones.

If you do not want to compete then please come along and marshal.

If you have ever wondered what it would be like to be involved in the organisation of an event this could be your big opportunity. Currently the organising team is made up of Bryan Tooke as Clerk of the Course, Howard Joynt as Chief Marshal, Andrew Lawson as Scrutineer and most importantly Christine Newson in charge of catering. Vacant roles looking for willing volunteers are Event Secretary, Entries Secretary, Results Team, Radios, and Logistics. Would you like to have a go? Plenty of advice and help available. Please contact Bryan, Howard or Martin if you would like some more information.

## Anglia Motor Sport Club



### 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	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

### 2016 AMSC AutoSOLO Challenge (Provisional Calendar)



Round	Date	Venue	Organising Club
1	April	Scottow	SCCoN
2	15 <sup>th</sup> May	Wethersfield	WSMC
3	17 <sup>th</sup> July	Debden	ECMC
4	4 <sup>th</sup> September	Scottow	SCCoN
5	25 <sup>th</sup> September	?	CCC
6	23 <sup>rd</sup> October	Debden	WSMC

### 2016 AMSC Targa Challenge (Provisional Calendar)



Round	Date	Venue	Organising Club
1	24 <sup>th</sup> April	Wethersfield	CMC
2	5 <sup>th</sup> June	Debden	WSMC
3	3 <sup>rd</sup> July	Scottow	SCCoN
4	20 <sup>th</sup> August	Debden	WAC
5	9 <sup>th</sup> October	Sculthorpe	KLDMC
6	13 <sup>th</sup> November	Wethersfield	CMC

**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)

## 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

## Happy Egg 12 Car Results

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
5	N	Jonathan Stimpson / Josh Ward	-	6	1	
1	E	Robert Aldous / David Mann	-	12	2	1
2	E	John Peterson / Ian Graham	-	13	3	2
3	I	Andrew Scott / Marcus Keeble	-	14	4	1
6	N	Jason Buxton / Ian Humphrey	1	35	5	1
12	B	Garth Collier / Michael Collier	1	3	6	1
11	B	Richard Felton / Martin Sullivan	1	12	7	2
7	B	Geoff Bateman / Maggy Bateman	1	13	8	3
10	B	Mick Beauchamp / Gill Beauchamp	5	10	9	4
8	B	Paul Ross / Jo Spencer	6	4	10	5
9	B	Ian Woodley / Kate Ellis	10	21	11	6
4	I	Dale Lawson / Andrew Lawson	D N F			

Thanks to Gordon & George for organising (route & navigation), Shipley family for the catering, Happy Egg for sponsoring and all the marshals: Gordon & George (Boards), Rob (Scrutineering), David & David (Signing On & Results), Paul & Rob (MTC1 & Course Closer), George & Chloe (STC2), Bryan (STC3), Chris & Susie (STC4), Jez (STC5), Mike (STC6), Phil & Peter (STC7), Howard & Bernie (STC8), Christine, Rebecca & Misba (STC9 & PC5b), Peter (PC4b & PC8d), Trevor & Alan (PC2a & PC8a).

Congratulations to Gordon & George for putting on a very good event, 10 / 10 for a first attempt.

Also well done to Michael Collier on guiding his dad round to a convincing class win, first of many?

## B &amp; H 12 Car Results

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
3	I	Andrew Scott / Marcus Keeble	-	12	1	
1	E	John Peterson / Ian Graham	-	13	2	1
2	E	Robert Aldous / David Mann	-	13	3	2
5	N	Gordon Shipley / George Shipley	2	6	4	1
6	N	Andy Mount / Ben Cutting	3	6	5	2
4	B	Mark Annison / Joe Annison	-	-	6	1
8	B	Geoff Bateman / Rob Philp	-	3	7	2
9	B	Paul Ross / Jo Spencer	-	5	8	3
7	B	Garth Collier / Michael Collier	-	26	9	4
10	B	Richard Felton / Martin Sullivan	3	13	10	5

Thanks to Bernie & Howard for organising (route & navigation), Maria for the catering and all the marshals: Bernie & Howard (Boards), Bernie & Howard (Signing On & Results), Bernie & Howard (TC1), Paul & David (TC2 & Course Closer), Andrew (TC3), Peter (TC4), Trevor & Alan (TC5), David (TC6), Chris & Susie (TC7), Jez (TC8), Mike & Laurie (TC9), Bryan (TC10), Andrew (TC11), Peter (TC12), Jamie (Snetterton).

## Championship Coordinator Chatter

I had intended to include a few words on the return of the travelling marshal to the left hand seat on the Bruce Robinson as a stocking filler but perhaps a trip down memory lane is more relevant (Bruce may feature next month).

Back in days gone by the club ran a successful 12 car series, one set of guidelines (not really rules), 6 events, events running on the last Friday in September, October, November, January, February and March (depending when Easter fell), regs and entry form for the next event handed out at the previous event and a happy band of organisers. All was well. Entries varied from event to event and year to year but I can't remember an event running with less than 6, but I'm sure I will be corrected.

Things began to change in the late noughties, not really sure why, possibly an example of damaging something by trying to fix it when it wasn't really broken. Now we have a set of rules and regulations that seems to be derived via Chinese Whispers. This year's contentious issue seems to be Beginners with Marked Maps. Should they be allowed to win the event? The Championship rules say YES, however at a rules huddle at the end of the 2013 / 2014 Championship there was some serious tinkering with one of the minor tinkers allowing individual event organisers to override the Championship rules as long as it went into their event regulations. Rounds 2 & 3 used this override to classify Beginners using Marked Maps after the other classes in the overall results. Unfortunately after a classic bit of copy and edit on the regs by me Round 4 inadvertently also used the override (para 24 for anyone interested).

My personal view is that anyone should be allowed to win but I only do the enforcing, I don't make up the rules. Moral is always read the event regulations!

# MY FIRST RALLY

Hi, I'm Michael Collier, some of you may remember me from the 'Happy Egg' Rally and if you don't where were you. Anyway, Dad (Garth, my driver) gave me the idea to do an article, so on I shall go. I believe I am the youngest co-driver in SCON's history and believe me I didn't get here with absolutely no work what so ever. There's been a little bit of blood, sweat and even tears, however these were tears of laughter, not tears of sadness. We started the preparation nearly four years ago when we, along with my uncle (Anthony Liddle, some of you may remember) went along to a few of the summer 'Scatters', that was when I decided that I wanted to join the sport as a co-driver, the next season in the '12 cars' Anthony damaged the sump of Dad's 'Renault Clio' and that seemed to be the end of my dream right there.

But about six months ago things began to go my way, one day I was going about my business perfectly normally and the next Dad asked me completely out of the blue whether I wanted to do the '12 cars' or not, so of course I said yes. We began preparations, about once every week Dad would take me out in the 'Cleo' and we would do a course, about forty minutes in length and including a couple of 'Time Controls' and 'Code boards'. Then about once a month we would plot the navigation from one of the old routes that Dad kept the 'clues' for. When we started I had barely any idea what to do and to think I've gone from that to completing a rally in six months is a huge achievement for me, especially when I normally have massive trouble concentrating on something for a large period of time.

So onto the actual rally itself, first of all I would like to thank the organizers of the rally for a challenging but fun route for my first time out. We got to Gressenhall village hall at just after 6 o' clock and straight away set about finding out the route, signing on and most importantly having the car checked over, all of these things went well except for Dad's rear number plate light was out, thanks for letting us race still. We were the last car to set off at 20:23 and made our way to the first checkpoint, on the way we passed Dale and Andrew Lawson, we thought they were just checking the navigation, but when we finished we found out they had retired from the event. I'll skip to just before STC4 because that was when Dad had his big skid on the ice, he lost the back end and we nearly ended up in a hedge. By STC5 I was starting to feel a little carsick and the marshals at STC6 gave me the following advice:

- Don't keep looking up out of the car when reading the map, the driver can tell you exactly where you are without you looking up.
- Place the map as high up and vertical as you can so it will block your view of the outside world.
- Finally, if it happens again either take car sickness tablets or travel bands.

I would give this advice to anyone feeling even the slightest bit like they might get carsick, it helps immensely. There was a little bit of PR about 500 metres before the finish, on the final junction. By the time we reached the final checkpoint both of us were exhausted and wanted to get home, but I'm glad we stuck around for the results and I'm sure Dad is too.

The anticipation was building fast and if it wasn't for the free food I don't think I could have held out for the results, we were waiting about 45 minutes for the results which I thought was a reasonable wait. Dad was going to be happy if we weren't last but I was hoping for top 3 in class, I think we were both surprised by the result though, 1st in class and 6th overall more than we were hoping for on our first rally. We received our eggs for completing the rally which my sister finished for breakfast the following day. So all I have left to say now is my thankyou's:

- The organizers for a fun rally
- The marshals for the tips on carsickness and the warnings on PR and floods
- The chef for the food at the end
- The happy egg company for the free eggs
- Finally, my dad, without whom I wouldn't have been able to even know how to begin a rally, never mind how to finish and win a rally.

Michael Collier 13 & 1/3

## 2015 Club Championships

Latest Positions (end of January)

Marshals	
David Bell	29
Christine Newson	23
Marin Newson	23
Paul Doodson	23
Bryan Tooke	18
Howard Joynt	18
Maggy Bateman	17

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	45	Marcus Keeble	45
John Peterson	41	Ian Graham	41
Robert Aldous	32	David Mann	32
Mark Annison	30	Ian Humphrey	31
Gordon Shipley	23	George Shipley	23
Jonathan Stimpson	20	Jo Spencer	12
Geoff Bateman	18	Maggy Bateman	12
Paul Ross	17	Josh Ward	12

12 Car Expert			
Driver		Navigator	
John Peterson	27	Ian Graham	45
Robert Aldous	20	David Mann	41
Jonathan Stimpson	6	Brian Cammack	6
Emma Henchoz	5	Rob Henchoz	5

12 Car Intermediate			
Driver		Navigator	
Dale Lawson	16	Andrew Lawson	16
Andrew Scott	14	Marcus Keeble	14

12 Car Novice			
Driver		Navigator	
Mark Annison	18	Ian Humphrey	19
Gordon Shipley	17	George Shipley	17
Paul Ross	15	Jo Spencer	15
Andrew Scott	14	Marcus Keeble	14
Richard Felton	14	Michael Collier	9
Geoff Bateman	12	Nick Skuse	8
Garth Collier	9	Maggy Bateman	5

### MSA Seminar for Unlicensed Club Officials

Saturday 20<sup>th</sup> February 2016

Peterborough

Marriott Hotel

In 2016, the series of MSA Seminars will primarily be reserved for unlicensed Club and Event Officials (which typically includes but is not limited to Club Stewards, Secretaries of the Meeting and unlicensed Clerks). The day will be predominantly workshop based, specifically aimed at exchanging views and information to assist your Club's future development and encouraging liaison with the Regional Development Officers. Attendance is being invited from all disciplines, and each Club may nominate up to 5 representatives from as wide a profile as considered appropriate and, with newcomers especially welcome, these seminars providing an opportunity to gain and share relevant knowledge and information. Clubs with national or regional centres are invited to nominate selected officials as appropriate to each venue. Full day seminars assemble at 9.30am for a 10am prompt start. Delegates will be responsible for their own luncheon arrangements, with each delegate attending receiving a £7.50 lunch allowance, with suitable menus being available. Also a mileage allowance will be payable at volunteer rate of 38p per mile. An opportunity for a bit of networking and of particular significance to club members involved with the AMSC as the MSA club of the year award will be presented.

For more information contact Martin Newson:

☎ 01502 716280

✉ [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

**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.**

**ARE YOU INTERESTED IN  
SPRINTING IN 2016?  
THEN THIS IS FOR YOU!  
THE 2016 ESSEX EXTREME AEMC  
SPRINT CHAMPIONSHIP**

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

- Category A: Road Going Series/Specialist Production Cars  
(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)
- Category B: Modified Series/Specialist Production Cars
- Category C: Sports Libre Cars
- Category D: Racing Cars

**Calendar**

There are 16 rounds, from March to October, counting towards the championship using venues at Abingdon, Blyton, Curborough, Debden, Goodwood, Hethel, North Weald and Snetterton

The best 10 scores will count towards the championship.  
Event Supplementary regs will be sent to each registered competitor,  
So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

*Chris Deal*

07920 -840689 (mobile)  
aemc@chrisdeal.force9.co.uk

**Essex Extreme**

[www.essexextremebodyworks.co.uk](http://www.essexextremebodyworks.co.uk)



[www.aemc.org.uk](http://www.aemc.org.uk)



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



Jelf, Jelf Insurance Partnership and Jelf Motorsport are trading names of Jelf Insurance Broker Ltd (Reg No. 0937207), which is part of Jelf Group plc (Reg No. 2975276) which is authorised and regulated by the Financial Conduct Authority (FCA). Registered address: Haxby Court, Bowling Hill, Clipping Southy, Broomfield ALK (Registered in England and Wales). Not all products and services offered are regulated by the FCA.

JIF 02/06/2018