

SCCCL

Spotlight

The Newsletter of the Sporting Car Club of Norfolk

March 2016



AutoSOLO 2015



Thanks to Caroline Limas Cruz for the photos

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

[Lynq Garage 12 Car
Regs & Entry Form](#)

Lynq Garage 12 Car

Friday 18th 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 **17th March** for the next Natter & Noggin

Diary Dates

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

Friday 18th March
12 Car Round 6
Lyng Garage

Sunday 20th March
Lamarsh Trial
West Suffolk Motorsport Club
2015 / 2016 AMSC Trials
Challenge Round 9

Sunday 3rd April
Scottow AutoSOLO
2016 AMSC AutoSOLO
Challenge Round 1

Wednesday 6th April
Management Meeting

Sunday 17th April
Ivinghoe Aston Trial
Falcon Motor Club
2015 / 2016 AMSC Trials
Challenge Round 10

Thursday 21st April
Club night at the White Horse, Trowse

Sunday 24th April
Wethersfield Targa
Chelmsford Motor Club
2016 AMSC Targa
Challenge Round 1

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 18th March
12 Car Round 6
Lyng Garage

Sunday 20th March
Lamarsh Trial
nr Braintree

Sunday 3rd April
Scottow AutoSOLO
Scottow Enterprise Park

Sunday 17th April
Ivinghoe Aston Trial
nr Tring

Sunday 24th April
Wethersfield Targa
MDPGA Wethersfield
nr Braintree

Sunday 1st May
Middlewick Stages
MOD Woodbridge
nr Ipswich



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



2016 Dates	Event	Champ.	Contact(s)
Friday 15 th January	12 Car	12 Car	Gordon & George Shipley
Thursday 21 st January	Club night		
Friday 5 th February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 19 th February	Club night		
Friday 26 th February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 17 th March	Club night		
Friday 18 th March	12 Car	12 Car	Jonathan Stimpson
Sunday 3 rd April	AutoSOLO		Martin Newson
Thursday 21 st April	Club night		
Thursday 19 th May	AGM		David Leckie
Thursday 15 th June	Club night		
Sunday 19 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 21 st July	Club night		
Thursday 28 th August	Club night		
Thursday 15 th September	Club night		
Thursday 20 th October	Club night		
Thursday 17 th November	Club night		
Thursday 15 th December	Club night		

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

Chairman is Reporting March 2016

Well here we are I think it is spring already! (it must be spring as it is freezing outside complete with a few snowflakes) The trees and flowers are already in bloom. Must be time for a busy motorsport season to begin again.

We as a club start the year with the first Autosolo of this season. We already have received a number of entries already but as always want lots and lots more. As an organising team it takes as much effort to plan an event for 10 entries as it does for fifty, so this time why not have a go?

We have explained before that the tests are laid out in an open fashion with each gate numbered and cones laid down to indicate which side of the gate or cone you have to go. Autosolos and our Autotests consist of all forward timed tests on a hard surface. There are normally no passengers but this year's series includes a Production Car Autotest designed to encourage the less confident entry or the novice/ young driver. This is not a memory test as there will be numbered gates and markers to help you find your way around. You will have more than one run at each test and should you have a really 'bad' test for any reason the maximum is adjusted based on the fastest time achieved by others. This then allows for the "little disasters" by applying a time that doesn't rule out overall recovery by performances on the other tests. The cars entered into the Autosolo must be road worthy, taxed, MOT'ed, insured and driven to the event, drivers must have a valid club card (details are checked at signing on). Other non-road going cars can be eligible for the Autotest or Production Car Autotest (a special class for those who might need some help or guidance).

Each of the classes are explained on the entry form regulations, but should you want to know more please phone me at home (01502 716280). This is an excellent low cost way of getting started competing in motor sport; we have two rounds of the AMSC series this year at Scottow. There are 6 rounds this year and anyone can become the overall champion or the class champion this year.

PS make sure that you have renewed your membership prior to the event as all subs are now due for renewal.

2016 - 2017 Membership Dues

Well here we are the time to renew your membership to your car club.

We have managed to keep the dues down to £14 for the Single Membership and £18 for the family membership.

Your dues help keep this club afloat, it helps to keep the newsletter going and all the different types of insurances we have to have to pay.

It would be helpful if and when you send in your payments that you let Grace know by sending her an email, to

membership@sccon.co.uk

For information Car tax 2017 Style

Everything you need to know about the new UK VED road tax rules coming to the UK in 2017

A major shake-up of the way UK road tax rates are calculated is just around the corner, and buyers who don't have their wits about them could end up being hit hard in the wallet.

It's been more than a year since the Government killed off the annual renewal system for paper tax discs, but while you can now make easy road tax payments by direct debit set-up online, that doesn't mean you can afford to take your eye off the ball. A dramatic change in road tax prices – officially known as Vehicle Excise Duty, or VED – will come into effect on the 1st of April 2017.

- [Guide to road tax bands](#)

Depending on the purchase price and emissions of the new car you want to lease or buy, it may pay to delay your purchase until after the changes are implemented. In other cases it will pay to make sure you've registered your new car before the critical deadline arrives.

This guide to the changes in VED explains what the changes mean for you. So check out the details and see how you could save.

The truth behind the 2017 road tax band changes

The current road tax regime is costing the exchequer a packet as carmakers have slashed CO2 emissions to take advantage of the generous VED tax bands for lower-emissions vehicles.

- [Holiday car hire: scams, tips and how to get a cheap deal](#)

In fact it's reckoned that a quarter of new cars registered don't pay any road tax at all as they fall into VED Band A for vehicles with CO2 emissions of less than 100g/km.

At present, new cars have to reach Band D (121-130g/km) before any significant annual road tax is charged. With tax revenues set to fall further as cars continue to get cleaner, the chancellor has deemed the situation 'unsustainable'.

What are the 2017 road tax changes in detail?

Cars registered after April 1st 2017 will pay a one-off tax charge for the first year, with rates decided by a heavily revised version of the current CO2-based tax band system.

The adjustments mean most buyers will see their first year tax charge virtually doubled, while only zero-emissions vehicles will get away with paying nothing at all.

From the second year onwards, the CO2 scale becomes irrelevant, as two flat rates will then be applied – a £0 (zero) VED rate for zero-emissions vehicles only, and a flat annual rate of £140 for all other cars.

While cars costing over £40,000 will also be liable for the £140 VED rate from year two, they will also be forced to pay an additional annual 'supplement' of £310 for the first five years.

That means expensive £40k+ zero-emissions cars will no longer get away with a free ride, as they'll have to pay the £310 supplement. Everything else in the £40k+ bracket will pay £450 a year (£310 supplement + £140 flat rate) until that five-year period is over and they revert to the £140 flat rate.

- [Cheaper car insurance for young drivers: our top tips](#)

VED tax bands: April 2017 onwards: table

VED car tax bands for cars first registered from 2017 onwards

Emissions (g/km of

CO2)	First year rate	Standard rate
0	£0	£0
1-50	£10	
51-75	£25	
76-90	£100	
91-100	£120	
101-110	£140	
111-130	£160	£140

131-150	£200
151-170	£500
171-190	£800
191-225	£1,200
226-255	£1,700
Over 255	£2,000

Cars above £40,000 pay £310 annual supplement for five years

Current (pre-April 2017) vehicle VED tax bands: table

CO2 Emissions in g/km (tax band)	First year rate	Annual rate
Up to 100 (A)	£0	£0
101-110 (B)	£0	£20
111-120 (C)	£0	£30
121-130 (D)	£0	£110
131-140 (E)	£130	£130
141-150 (F)	£145	£145
151-165 (G)	£180	£180
166-175 (H)	£295	£205
176-185 (I)	£350	£225
186-200 (J)	£490	£265
201-225 (K)	£640	£290
226-255 (L)	£870	£490
Over 255 (M)	£1,100	£505

The 2017 road tax changes – winners and losers

As the rule changes are designed to net the exchequer more cash from popular eco-friendly cars, it stands to reason that these are the vehicles the new rules will hit hardest.

The 2017 changes will mean a car that is CO2 rated at 100g/km or lower – and thus free of road tax for life under the current VED band system – will cost its owner £400 over three years, £680 over 5 years, or a whopping £1,380 over ten years. If you can buy the same car before the April 1st deadline, you'd be mad not to.

On the other hand, if you aspire to a reasonably-priced sporty model or SUV rated at 226g/km of CO2 or above, and if you intend to treasure it for years, you'll be on to a winner. Buying that car after the April 1st deadline could save you almost £600 over five years – or nearly £2,500 if you keep it for 10 years. (That's roughly equivalent to a year's free petrol in a thirsty 20mpg car, doing 10,000 miles per year!)

In the over £40,000 bracket, the option is even more clear-cut. Unless your chosen car emits more than 226g/km AND you intend to keep it for the best part of ten years, you'll be much worse off buying after April 1st 2017.

An expensive 100g/km model that is currently free of VED will - under the new rules - cost £1,020 extra over three years, £1,920 extra over three years, and £2,930 extra over 10 years.

As if that wasn't enough bad news, in all the 'worst case scenarios' the new rules are likely to adversely affect used car values for post-April 1st, 2017 registrations, too.

What do 2017 road tax changes mean for cars already registered?

Current road tax bands won't change for cars that are already registered, so the existing VED bands will remain in place. Fortunately for owners, the old/existing rates for CO2 bands are much more favourable to higher-polluting vehicles.

The current UK road tax rules explained

While the 2017 VED rate shake-up will affect a lot of motorists, the system for collecting and enforcing

road tax is not being changed again.

The 2014 overhaul of the road tax arrangements ended the tax disc's 93-year reign and has already made the whole system cheaper to run. There is a catch, however, as you'll find out below.

The current road tax set-up also makes it tougher for those seeking to avoid paying road tax. Rather than the visual check that the tax disc made possible, the authorities now rely on number-plate recognition cameras to determine that a vehicle has been taxed.

[Switch to direct debit - don't risk being caught with no road tax](#)

Although it's no longer a requirement to display a tax disc in your windscreen, this doesn't mean you don't have to pay car. The DVLA will send you a reminder when your road tax is up for renewal in the time-honoured fashion, and you can continue to pay your road tax online, over the phone or at the Post Office.

The road tax price bands remain the same, as do the existing options of paying for 12 or 6 months tax upfront but there's also the option of paying your car tax monthly. This new monthly option arrives in tandem with the facility to pay your road tax by Direct Debit.

- [Cheaper car insurance for young drivers: our top tips](#)

Drivers paying in monthly installments from their bank accounts will be subject to a 5% surcharge on top of the road tax price itself. That's less than the 10% that's added when you pay for six months tax, an option currently used by 23% of motorists. Only the one-off annual payment comes with no extra charges.

The key advantage of paying your car tax by Direct Debit is that the DVLA will continue taking the payments until you tell them to stop. It means that although you'll no longer have an expiry date on the disc stuck to your windscreen, you'll no longer need to remember it anyway. Your tax will be renewed automatically, and you can get on with more exciting stuff - like remembering your MOT.

[What happens to your road tax when you sell your car?](#)

Under the new car tax system, any remaining road tax will not transfer to the new owner with the vehicle. Instead, the seller can get a road tax refund on any tax remaining on the vehicle, while the buyer has to pay to re-tax the car.

The tax refund on a sold car will be sent automatically when the DVLA receives notification that the car has been sold, scrapped, exported or taken off the road with a [Statutory Off Road Notification \(SORN\)](#).

Sellers are expected to inform the DVLA of any change of ownership straight away or face a £1,000 fine. If they don't, they could also still be liable for speeding or parking fines incurred by the new owner.

Information on whether or not a car is taxed is available online via the [Government website](#). All you need is the make and model of the car plus the registration number.

[Is there a catch to the new Vehicle Excise Duty regime?](#)

So far, so good for the new road tax system but as often seems to be the case, there is a catch.

The problem that's getting motorists riled centres around the refund you get on outstanding road tax when you sell your car. When ownership of a vehicle is transferred the previous owner gets a refund on any outstanding road tax but that refund is calculated from the beginning of the next month. The new owner, on the other hand, has to tax the car anew and their bill is calculated from the beginning of the current month.

- [Practical driving test: top tips for passing](#)

What this means is that the Government effectively collects two lots of tax on the car for the month where ownership is transferred, one from the new owner who pays for that month and one from the previous owner who doesn't get the tax for that month included in their refund. It's sneaky stuff and should give a useful boost to the exchequer, but at the expense of motorists.



"When Reliability Matters"

Norfolk Classic and Sportscars was born from a lifelong passion for motorsports and classic cars, and was established with the aim of providing a reliable and complete service for classic and sports cars, including on event servicing for motorsport events, as well as general servicing, repairs and rally preparation work.

The founder of the company, Robert Kitchen, has been providing on event support for the Endurance/Classic Rally Association since 2000, and has worked on most of their long distance endurance events over the last 11 years. Therefore Norfolk Classic and Sportscars is ideally placed to prepare vehicles for this type of event, as Robert has travelled many of the routes and experienced first-hand the kind of problems encountered by classic vehicles on these types of event.

The company also carries out restoration work, with workmanship undertaken to a meticulous standard. You can see examples of previous commissions in the Projects section. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of the events that Robert has provided mechanical support on:



2015 Targa Challenge Awards Presentation



Awards & Quiz Night
Wednesday 30th March 2016

Horringer Community Centre, The Street, Horringer, Bury St Edmunds. IP29 5RU

Hosted by West Suffolk Motorsport Club

Quiz Master Paul Brewerton

Teams of 4 for a light hearted mix of car-related & non-car-related questions
7:30 for an 8:00 start

Please contact Martin Newson for further information

☎ 01502 716280

💻 cjnewson32@yahoo.co.uk

Marshals Post

Upcoming club events – Lyng Garage 12 Car, Scottow AutoSOLO

Other clubs:

Lamarsh Trial on Sunday 20th March based at Lamarsh (nr Braintree) organised by West Suffolk Motorsport Club

Ivinghoe Aston Trial on Sunday 17th April based at Ivinghoe Aston (nr Tring) organised by Falcon Motor Club

Wethersfield Targa on Sunday 24th April based at MDPGA Wethersfield (nr Braintree) organised by Chelmsford Motor Club

allglass Middlewick Stages on Sunday 1st May at MOD Woodbridge (nr Ipswich) organised by Green Belt Motor Club, Wickford Auto Club & Middlesex County Auto 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.scccon.co.uk/html/marshalling/marshal.html) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Other Club Dates page on the club website (www.scccon.co.uk/index.html)



allglass Middlewick Stages

MOD Woodbridge

Sunday 1st May 2016

SCALE MODELS OF SCCON MEMBERS' CARS

IXO models have recently launched a model of a SCCON member's rally car in their PremiumX range. Ted Cleghorn was a well liked and highly respected member of the Sporting Car Club of Norfolk from the 1950's to the 1970's. He was successful in trials and rallies despite having lost his right arm in a lorry accident before the war. He always drove manual gearbox cars and he used to lift his right knee to steady the steering wheel while he changed gear.



IXO code no. PRD324. Triumph Herald #250 Monte Carlo Rally 1960. Crew Cleghorn/Wright

I was a bit surprised that IXO had made a model of Ted's 1960 Monte Carlo Rally car because he was a non-finisher that year, though he did finish 218th in the 1962 Monte in another Herald. I thought a model of a works Herald would sell better than Ted's car, but then I realised that all the works Heralds were coupes. IXO already had a casting for the Herald saloon but not for a coupe.



Ted's 1960 Monte Carlo Rally plate with Stuart Delf's 1:43 scale model.

After Ted Cleghorn died in 1974, his widow 'Mibs' married Stuart Delf senior and his son (also Stuart Delf - a current SCCON member living in Hoveton) now has Ted's rally memorabilia.

He took the attached photo of his own IXO Herald model standing next to the real Monte Carlo rally plate from the same car. Incidentally Stuart runs Touchstone Models specialising in models of Land Speed Record Cars, including manufacturing his company's own kits. See <http://www.touchwoodmodels.com/>

Just to confuse things further Stuart's son is 'third generation' Stuart Delf and he runs Mass Racing Engines near Sandy in Bedfordshire. If you need an engine rebuild see: <http://www.massracing.co.uk/>

IXO didn't contact Stuart Delf before they made their model of Ted's 1960 Monte Carlo Triumph and they've got a few details wrong. Firstly the model is left hand drive when it was a RH drive car, though interestingly Ted's RH drive car had LH drive windscreen wipers.



Ted Cleghorn and Rodney Wright on the 1960 Monte Carlo Rally

I've come up with a couple of theories about this: it was an early Herald, so it could have been a mis-build in the factory; they were quite common back then. I've owned a couple of cars that were mis-builds: my Ford Cortina GLS had the wrong instrument pack and my Vauxhall Astra SRi had no sunroof when the SRi was a model that had a sunroof as standard. My other theory is that Ted may have chosen to make his wipers park on the other side; as a garage owner he could easily have done this. Perhaps he'd found that snow was prone to packing below a horizontal wiper, whereas it would blow round the windscreen pillar on the other side. With no right arm, Ted wouldn't be able to lean out and clear snow from his side of the car, whereas his co-driver would be able to do that if snow built up under the wiper on his side.

Other errors have been made on the IXO model. Firstly the number plate is incorrect: the model has 250WG when the real car's number was 2510NG, a Norwich registration. Secondly, the colour is wrong because the model is red and white when it should be Triumph's 'coffee and white' scheme. Coffee was a bit of a misnomer by Triumph as it was really a pinky-beige and I've never seen coffee that colour! And the road wheels don't look much like Herald wheels. Finally, the real car had a snow deflector mounted in front of the windscreen (to stop snow blocking the heater intake) and it is absent on the model. However IXO deserve some credit because they fitted a roof-mounted spot-lamp, fairly accurate wing mirrors and they got the location of front rally plate right. Some suppliers still have this model in stock.



Having been surprised to find a model of one SCON member's car, I was astonished to find another! The photo above is a 1:43 scale model of David Mann's Subaru Impreza WRX in the livery it wore when David and Alun Cook won the Roush Manx National Rally in 2003. It was converted from a Trofeu model by P&J Models of Betws-y-Coed but it is no longer available.

Peter Riddle - February 2016

Scottow AutoSOLO

3rd 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 want to marshal please contact:

Howard Joynt

 howardjoynt@googlemail.com

 07917 060052

If you want to enter please contact:

David Bell

 percy@sccon.co.uk

 01603 720871

Anglia Motor Sport Club



2015 / 2016 AMSC Trials Challenge



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

2016 AMSC AutoSOLO Challenge (Provisional Calendar)



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

2016 AMSC Targa Challenge (Provisional Calendar)



Round	Date	Venue	Organising Club
1	24 th April	Wethersfield	CMC
2	5 th June	tbc	WSMC
3	3 rd July	Scottow	SCCoN
4	20 th August	Debden	WAC
5	9 th October	Sculthorpe	KLDMC
6	13 th 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 th Oct 2015	P & H Novice	David Leckie
2	Friday 27 th Nov 2015	Waveney Mushrooms	David Mann & Robert Aldous
3	Friday 15 th Jan 2016	Happy Egg	Gordon & George Shipley
4	Friday 5 th Feb 2016	B & H	Bernie Fox & Howard Joynt
5	Friday 26 th Feb 2016	Canada Garage Motorsport	Mark & Lorraine Annison
6	Friday 18 th Mar 2016	Lyng Garage	Jonathan Stimpson

Canada Garage Motorsport 12 Car Results

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
3	E	Robert Aldous / David Mann	-	23	1	
11	B	Paul Ross / Jo Spencer	1	1	2	1
2	E	John Peterson / Ian Graham	1	12	3	1
10	B	Richard Felton / Martin Sullivan	2	4	4	2
5	B	Andrew Lawson / Stuart Delf	3	4	5	3
9	B	Joe Annison / Tom Godwin	3	9	6	4
6	N	Gordon Shipley / George Shipley	3	22	7	1
4	E	Andrew Scott / Marcus Keeble	4	28	8	2
7	N	Tony Hewitt / Chloe Hewitt	7	21	9	2
1	E	Emma Henchoz / Rob Henchoz	11	8	10	3

Thanks to Mark & Lorraine for organising, Canada Garage Motorsport for sponsoring, Alby Horseshoes Inn for the catering and all the marshals: Mark & Ian (Boards), Mark (Scrutineering), Lorraine (Signing On), Mark & Brian (Course Opener), David (Start), Paul & David (TC1 & Course Closer), Ian & Christine (TC2), Jez & Alan (TC3), Bernie & Howard (TC4), Lorraine & Linda (TC5), Mike (TC6), Chris & Susie (TC7), David (TC8), Mark & Brian (Finish & results).

Get your entries in for the final round

Lyng Garage 12 Car

Friday 18th March

2015 Club Championships

Latest Positions (end of February)

Marshals	
David Bell	30
Paul Doodson	27
Marin Newson	24
Christine Newson	24
Howard Joynt	19
Bryan Tooke	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	
John Peterson	51	Ian Graham	51
Andrew Scott	50	Marcus Keeble	50
Robert Aldous	44	David Mann	44
Mark Annison	40	Ian Humphrey	31
Paul Ross	28	Jo Spencer	28
Gordon Shipley	28	George Shipley	28
Jonathan Stimpson	20	Martin Sullivan	18
Richard Felton	19	Chloe Hewitt	13

12 Car Expert			
Driver		Navigator	
John Peterson	33	Ian Graham	33
Robert Aldous	27	David Mann	27
Emma Henchoz	9	Rob Henchoz	9
Jonathan Stimpson	6	Brian Cammack	6
Andrew Scott	5	Marcus Keebler	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	24	Jo Spencer	22
Paul Ross	22	George Shipley	20
Richard Felton	20	Ian Humphrey	19
Gordon Shipley	14	Marcus Keeble	14
Andrew Scott	14	Martin Sullivan	14
Geoff Bateman	12	Chloe Hewitt	9
Tony Hewitt	9	Michael Collier	5
Garth Collier	9	Nick Skuse	8

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
Premium warm fleece jacket	380	Royal blue	UC601	£20.00	
Ladies full zip fleece jacket (no draw-cord etc.)	300	Royal blue	UC608	£18.00	3XL 4XL
Classic full-zip soft-shell waterproof jacket	325	Navy blue	UC612	£25.00	4XL
Premium full-zip soft-shell waterproof jacket	325	Navy blue	UC611	£33.00	4XL
Classic Polo shirt 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	4XL
Premium Tee shirt 100% cotton	200	Royal blue	UC302	£9.00	4XL
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	4XL
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.



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TRAVEL & ACCOMMODATION PACKAGES ARE AVAILABLE FROM £106PP*

3 Nights Bunk House accommodation with Breakfast Return Sea Travel as Foot passengers **From £106pp***

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Car on ferry at a supplement - Quotes available on request

*Prices are based on a minimum of 2 sharing Deposit £30 pp

Contact IOM Events on 01624 664460

Quote Ref MNMP to receive offer price

Visit www.manxautosport.org or email info@manxautosport if interested in helping





Advanced Driver Tuition
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**ARDS Instructor – MSA Coach – Driving Specialist – Teacher –
Trainer – Tutor – 1-2-1 for Track – Race – Road**

I give highly individual bespoke help, advice and support to drivers both on and off circuits and I have worked with a large number of novice and experienced drivers of all ages: both privately and with major trackday organisers, manufacturers, dealers. Motorsport is my passion and every day is different, fulfilling and fascinating. I have owned some 120 cars and worked with various manufacturers including Lotus, Lamborghini, Bristol, Volvo and Renault.

Maximise, simplify and fast-track your performance and develop the vision to be a better driver by buying professional experience designed for your own special needs. In depth learning is about understanding why not just simply being shown how. Once you truly understand the process the skill becomes your own whenever and wherever you apply it and in your own particular way. Together we will perform, practice and perfect your technique.

Tell me and I forget,
teach me and I may
remember, involve me
and I learn.

- Benjamin Franklin



John Norrington

John Norrington, an established race driver trainer and MSA qualified to teach ARDS and also a member of ECMC has offered a 20% discount to all trainees who are members of an AMSC club.

Details of John's operation and history can be found on his website www.safelyfast.co.uk.

You thought you couldn't but you can!

Club Motorsport

A competition to select two drivers to take part in a year's paid for "Club Motorsport".

See www.loughboroughcarclub.co.uk for details

From all the applicants twelve drivers will be invited to attend a selection and training day where their driving aptitude and personal attitude will be assessed. All participants will get to drive a suitable car on a series of tests designed to assess car control (not speed that comes later). The participants will also be assessed on their 'determination', 'competitive approach' and 'communication skills'.

From this group two drivers will then be invited to drive in a series of club AutoSOLO & Autotest events based in the Leicestershire area. All the costs associated with competing will be covered by existing sponsorship.

Contact:- scholarship@loughboroughcarclub.co.uk

Closing Date:- Saturday 2nd April 2016



Partners

Loughborough Car Club: - A district car club notionally centred in Loughborough but with a membership drawn from a 50 mile radius.

Specialising in the promotion of club level motorsport, and the induction of new competitors and officials to motorsport.

Motor Sport Association: - the governing body of motorsport in the UK. Providing both financial support and enthusiasm.

Bromakin Wheelchairs: - Providing marketing expertise to help with publicising the scholarship.

**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



www.aemc.org.uk



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	£47.85

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

www.jelfmotorsport.com

Jelf Insurance Partnership



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JIF 02/06/2018