

SCCORN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2016



2016 Midsummer Classic



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

Cromer Soapbox Derby

Sunday 7th August 2016

Cromer Sea Front

Contact Mark or Lorraine Annison if you would like to help

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 21st July for the next Natter & Noggin

Diary Dates

Wednesday 6th July
Management Meeting

**Sunday 17th July
Debden AutoSOLO
West Suffolk Motorsport Club
2016 AMSC AutoSOLO
Challenge Round 3**

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

Wednesday 3rd August
Management Meeting

**Sunday 7th August
Cromer Soapbox Derby**

**Sunday 14th August
AMSC 12 Car Regularity Run
Chelmsford Motor Club**

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

**Saturday 20th August
Debden Targa
Wickford Auto Club
2016 AMSC Targa
Challenge Round 4**

Wednesday 7th September
Management Meeting

Thursday 15th September
Club night at the White Horse,
Trowse

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting David Bell.

Sunday 17th July
Debden AutoSOLO
Carver Barracks
nr Saffron Walden

Saturday 6th August /
Sunday 7th August
Morning Mist Half Night
Road Rally
nr Melton Mowbray

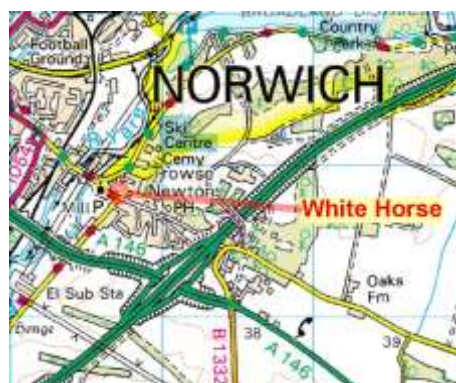
Sunday 7th August
Cromer Soapbox Derby

Sunday 14th August
12 Car Regularity Run
Bury St Edmunds

Saturday 20th August
Debden Targa
Carver Barracks
nr Saffron Walden

Monday 29th August
Wethersfield Stages
MDPGA Wethersfield
nr Braintree

[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		
Wednesday 18 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		
Sunday 7 th August	Cromer Soapbox Derby		Lorraine Annison
Sunday 14 th August	AMSC 12 Car Regularity Run		Martin Newson
Thursday 18 th August	Club night		
Thursday 15 th September	Club night		
Thursday 20 th October	Club night		
Sunday 13 th November	Trial		David Leckie
Thursday 17 th November	Club night		
Thursday 15 th December	Club night		

www.scon.co.uk/index.html

Chairman Reporting on a wet summers day July 2016



I am writing this on a wet Sunday morning when I should really be outside pretending I like being out working on the garden cutting the hedges and sorting out the weeds, it is far more important that I do my newsletter article. So here I go again, the July instalment. This month there are two events to report on and two to look forward to.

June 4th Wethersfield Autosolo This the second round of the 2016 Championship was put together by a mixed team from the AMSC, with the officials coming from each of the clubs doing another excellent job. With entry being nearly full again it was a busy day getting all the entries through all 18 tests in the time we have available. A small team from SCCoN made the trip down to Wethersfield, and as there were enough of us we looked after test 2 (I think), this was quite a long test using the concrete loops to change the direction of the cars. After a slalom near the start the cars would disappear around some quite large islands of grass (we did lose sight of the cars and cones for a few seconds). All the cars were quick through the tests, with a few getting the route wrong going past or through the cones gates the wrong way.

The rules of timing do allow for the odd mistake and not put you out of contention. Should you take longer than the fastest car in your class + 20 seconds you get the class time + 20 secs. This is the same for the wrong test fastest in class + 20 secs, so you are not ruled out of contention by one mistake. There were some very close and competitive driving with Marcus Keeble only just winning the class by 0.4 seconds from Laura Christmas (she has had a very good teacher in her father Duncan).

I must report on an incident on our test, safety in motorsport is on everyone's mind just at the moment with the current issues in rallying. This safety is carried forward into all forms of sport. In the drivers briefing before the start of each round it is explained quite clearly that the timing starts as soon as you exit the start box and stops as you cross the first line in the stop box, you must then stop there until the timing marshal tells you to move from the box and you are given back your filled timing card. This didn't happen on one of our tests, the driver made his second wrong test here and decided to leave the test quickly through the finish box not stopping he drove through the box at 25mph + luckily missing everyone. He was stopped by the marshals in the area and told the error of his ways. It was clear he was upset firstly for getting the test wrong then for being told. This might seem petty but it is only too easy to hit someone or something when you are angry, enjoy the motorsport but please be aware of everyone around you.

June 19th Sporting Car Club of Norfolk Classic Car Run 2016

What a great day it turned out to be. We seemed to plan the best of the weather in over a week with rain on the Saturday and then more rain on the Monday, somehow missing out the Sunday. As you probably know I get nervous on the day, I might look calm on the outside but I am very close to panicking underneath but with the help of the team from SCCoN and friends from WSMC on the day I should not really worry. Lots of peoples seemed shocked that we moved away from the Watton start this year and started out journey from Dereham Football Club grounds, the team there provided us with tea, coffee and bacon rolls for everyone. Our marshals all turned up in good time and seemed to be waiting for ages for this year's entries to turn up. It was at this point one of my panics started as on a normal weekend most of the entries seem to turn up early. I even checked through the paperwork I had sent out to make sure I had told them to come to the right place.

The first car turned up at 8.45, and bearing in mind the first car was due away at 8.45 it was going to be a rush to get the whole entry signed on in time. I took Suzanne and Steve to a point just outside Dereham to take photos of the cars as they came over a small bridge. I was just as I was leaving them there were a few frantic phone calls were being passed around!!!! The police had closed the road at Breckland Lodge because of a road accident near the junction there. Our first control was just before this point on the minor road. I had two calls one from Paul Doodson who was stuck in the traffic approaching the roundabout, and another from Bryan Tooke again in the traffic but not stationary as he was on his motorbike. Then like a well-oiled machine plan "B" fell into place. Phil Webb and Peter Morris quickly penned in a reroute which added a few miles to the original. The team moved back up the road to set up a new control point, directing cars to the right instead of the left as planned. The entries were told to follow the rally type orange arrows. It worked, all the cars managed to follow the route picking up original at 22+ miles on the level crossing. Christine and I checked out the new route to make sure it did work, then short to a short cut to the finish, leaving Howard Joynt and Bernie Fox to cover the rest of the way to the finish.



When we arrived at the Cars in the Park venue at Nowton Park it was very busy with over 1100 cars on display and possibly around 20,000 visitors throughout the day. Thank you if you joined our run this year and a special thank you to all the marshalling

team, and an extra special thanks go to: Phil Webb for his hard work putting the route together: Christine Newson for dealing with all the entries and dealing with me: Rob Kitchen for his continued support of our Classic Car Run

Below are a few of the comments from this year

Hi Martin,
Congratulations to you and the whole team on another superb and really enjoyable Midsummer Classic.
Well done.
Susan and Keith.

Well done, this 19th running of your mid Summer Classic was a great way to spend Father's day. The start venue was excellent, the route was delightful, the finish had something for everyone, and the weather, well, just fine! As usual a very well run event with superb attention to detail. Many thanks to you and all the marshals. Best Wishes Peter and Ann Hanman.

Dear Martin, Christine & Team.

Thank you for another great Classic run on Sunday. How did you manage to slot such a good day of weather between two rubbish weather days? The rumour that you are in touch with some "higher authority" seems to be well founded.

We liked the snazzy new rally plate design and the memento (real glass!) – and as last year, the filling station locations were a real help for those of us with small tanks and thirsty engines. We made the small detour to the Services on the A140 roundabout, which enabled us to relax at Nowton Park without worrying if we could find a filling station still open on the way back home.

In all, door to door, we covered 170 miles which is pretty tiring bouncing about in the '25 Morris Cowley.

So thanks again – and hoping we will be able to join you next year, especially if the planned start venue can be secured.

Kind regards,
Barry & Jan Stiff

Other events coming soon

West Suffolk Motor Club Ltd will promote a Clubmans Permit AutoSolo, Autotest and Production Car Autotest on Sunday 17th July 2016 at Debden Airfield, off the B184 close to Saffron Walden. This is a really good venue, good quality concrete, good catering. If you are a first timer either thinking of taking part or marshalling there are lots of experienced people on hand only too willing to help you on the day.

Don't forget we meet for our club night on the third Thursday of each month at The White Horse, Trowse for a drink and a chat, you will find club members there from 8-830



*"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:



How about a Holiday in Sicily? - The Targa Florio Déjà Vu

29th October - 5th November

Does anyone fancy a trip to include driving around the 45 mile Circuito Piccolo delle Madonie, a circuit of public roads around the mountains of Sicily that was lapped between eight times (357 miles) and fourteen times (626 miles!) each time the Targa Florio was held.

One of the greatest sports car races, it ran from 1906 until 1977 when safety concerns eventually caused it to be halted. The circuit had no safety features and it is so twisty that even cars with 500 - 600 horsepower couldn't attain an average lap speed of 80 mph.

Beatty Crawford and 'Plum' Tyndall are organising an event to remember the great days of this historic race. The guests of honour will be three times winner Nino Vaccarella (1965, 1971 & 1976) and Paddy Hopkirk, a four-times competitor in BMC sports cars. The schedule will include three dinners with 'entertainment' (?) and visits to the Targa Florio museums.

You don't have to incur the cost of shipping your car to Sicily because the organisers are arranging fifty Fiat 500 hire cars. Would anyone who might be interested in accompanying me please give me a ring on 01953 - 601174.

Peter Riddle







Marshals Post

Upcoming club events: Cromer Soapbox Derby, Lyng Garage Trial

Other clubs:

Debden AutoSOLO on Sunday 17th July based at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motorsport Club

The Morning Mist Half Night Road Rally on Saturday 6th & Sunday 7th August based at Syston (nr Melton Mowbray) organised by Loughborough Car Club

AMSC 12 Car Regularity Run on Sunday 14th August organised by Chelmsford Motor Club

Debden Targa on Saturday 20th August based at Carver Barracks (nr Saffron Walden) organised by Wickford Auto Club and 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) 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)



Wales Rally GB

Thursday 27th October 2016 – Sunday 30th October 2016

Operation Mini



The last month or so has been somewhat hectic, with my AS exams arriving quickly, there's no time for anything motorsport

So on the 20th April I went for my driving test, passing with 3 minors, so rung mum and dad, mum was ecstatic dad was (right lets book your ARDS test)

My ARDS was booked at Brands Hatch for the 12th May, mum took me and sat around waiting while I did the classroom bit, then saw a few cars racing around she realised I was driving already in a Peugeot RCZ a bit faster than the Suzuki.

So I walked out of the car with a race licence too (PASSED)

THAT'S TWO (tick)

Dad arranged to collect the car on the following Tuesday from Mini Challenge and booked a last minute test evening at Snetterton, when we got there it was rather wet. I went out with my tutor Ashley Davies and he gave me a couple of hours of tuition then I went out with dad as my passenger, but after 5 laps he asked to pull in saying he felt sick, due to being driven around

the outside of corners for the grip.

Saturday was the usual karting weekend so I stepped down to let Fred race but helped him on the spanners, Sunday was my first targa rally. Two seats for me firstly navigating for Marcus Keeble and then quickly turn around into my Suzuki and dad navigating; our day went well with no damage and 33rd o/a out of 59 on my first event.

Then it began! The week that took us up to the first race meeting for the Mini.

On the Tuesday we took the car up to the rolling road for a power run.

Followed by the car being stickered on the Wednesday and Thursday.

On the Friday we made last minute adjustments to the plan for the weekend, before setting off, with the lorry and the car and trailer. When we finally arrived at Silverstone it all became slightly overwhelming; as it all felt like it was becoming real. We were then later joined by the two mechanics Simon and Dale.

When everyone had arrived we final got to work; we had a few people comment on the car, however by this time it was relatively dark and late so there wasn't to many people about. Therefore allowing us to apply our sponsors stickers to the car and championship stickers to also fit into place, so I got sent to bed while the team got the car ready (midnight apparently).

The morning brought, sun, tyres, fuel and signing on, before I knew it we were lining up ready for qualifying (having never driven the car in the dry)

My first time out very daunting amongst 30 cars, but I set a time good enough to put me at the back of my class 7th.

The first race was due to set off in in 3 hours would from this point and would contain, Cooper S class cars which use a full slick tyre, Open class (my class) use treaded tyres and fixed ECU, then the Cooper class who also run a full slick and are the usual entry level car.

There were 5 in the Cooper S class, 7 Open class and approximately 20 in the Cooper class behind.

Race 1

I got away fairly well with the Cooper class having a ten second gap behind me I had plenty of time, my laps were consistent and went well, I caught slower Coopers and overtook them but 2 laps from the end the Cooper S class caught me which got very busy as I was overtaking the Cooper class and the Cooper S class were overtaking me, anyway I set a 1:11:39 lap, very good and not a scratch, 5th in class 10th o/a.

Race two was on Sunday morning, dull and cold. The guys changed the suspension to harder and sent me out. The car was much more responsive and kept my class in sight even catching them into the corners the set up suited me much better, I gained confidence and it showed in my times and the Cooper S class were unable to catch me.

1:09:73 taking nearly 3 seconds off 5th in class 11th o/a.

For Race three, I found myself on the reverse grid in pole.

I got a good start but the first corner two cars came past and a third very quickly did too , but I stuck to him like glue, leaving three cars behind me, our race was spot on, I held fourth for five laps of the 20 minute race, then I saw an opportunity as I was catching up third place as I went for the overtake I missed a gear over revving the engine, which cut out, I pulled to the side trying to start it when as it burst into life the Cooper class came flying past, I went off and back to the pit lane where I got to the team to checked the car and cleaned any grass from the front, sending me out to complete the remaining minutes of the race. After the race distance was completed an I was back in parc ferme I was only to find out that I had set the second quickest time in class up until that point in the race, absolutely heart wrenching. However, I finished 22nd o/a and 6th in class due to drop outs, with a lap time of 1.09.33.

We all had a fantastic weekend and not a scratch to the car, everything went perfectly and we are all looking towards the next one at Brands Hatch on the 16th and 17th July.

Come and give us a look in, we shall be easy to find just look for the racing stripes.



Chloe

Scottow AutoSOLO



Autosolo was suggested by a new member to our Cambridgeshire MX5 Owners Club group, Clive who is also an active member of the Cambridgeshire Car club which runs motor sport events in the region. Auto Solo is driving a car around a predetermined course marked out by cones, against the clock.

There are various classes in Autosolo and I entered Class B which is for production 2 seater sports cars and all of the cars in this class were MX5's. The cost of entry was £31 plus also you have to join a local motor club which was £14 for the year. You do of course also suffer a slight amount of tyre wear.

Well here we are. A cold but fine Sunday morning travelling up the A11 from Cambridgeshire to North Norfolk to try my hand at an event being run by the Sporting Car Club of Norfolk. I am nervous, as although I have done a few track days before, I have never tried anything competitive like this. How many cones will I hit? Will I go the wrong way round the course? How slow will I be? As they say, you have got try everything at least once and is this not what these cars are for – to have fun in?

I arrive in good time and latch onto some guys in MX5's who seem to know what they are doing. I follow them into scrutineering where the car is safety checked including battery fixing and steering. It's then into registration. As part of our instructions we are given course maps so we proceed to walk each test to see how they are laid out. Test 1 seems very complicated but the other two appear more straightforward. We then all attend a driver briefing with a short extra briefing for us newbies.

It's now time to start. Our group starts on test 2 followed by test 3 and then back to do test 1. I am sitting in the queue for my first test, starting off slowly and cautiously I clear test 2 and then 3. Not too bad this auto solo business. But then onto test 1 – oh dear – I missed cone 10 altogether so max time score. There is a good friendly banter as you wait in line for each test and it helps to gain advice from other competitors.

Normally there are three runs in the morning for each test and then three runs in the afternoon at the same tests but run the reverse way round. Due to the high entry and the amount of newbies present we get two runs in the morning and two runs in the afternoon but all in the same direction.

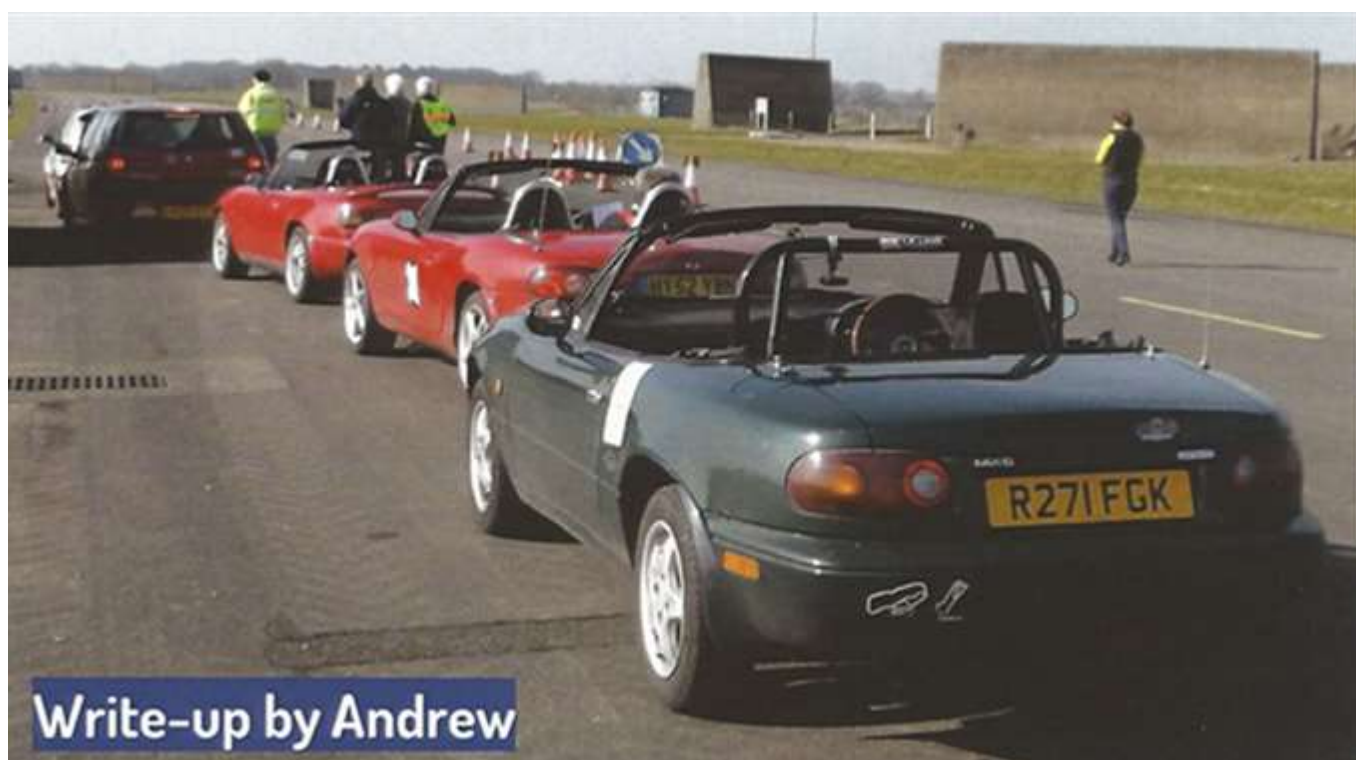
With each run you gain in confidence and therefore speed, but I must confess on my final run of test 2 the red mist descended and I miss a cone and gain another maximum time penalty. By the time I did my final run on the dreaded test 1 I was thoroughly enjoying myself throwing the car around.

In the end I finished 30th out of 38 overall and 8th out of 11 in the class.

Thanks go to the volunteer marshals standing out in all weathers, who without them we would not have our fun.

Will I do it again? Although it may not be for everyone in my opinion the cars come alive in these types of events and given the chance, I will enter some more events and **'Have more fun'**

Update: I have since done the second round at Wethersfield with a couple of other MX5 OC members who also enjoyed the day and are going to enter some more events. I cannot do the next round but hope to do some more before the end of the season. Now Targa Rallies sound interesting



Write-up by Andrew

Article written by Andrew Scarlett for the Eastern Area MX5 Owners Club News Letter

Washingpool Targa

Simon Heath

Friday evening

Amy and I met at the hotel the evening before the Washingpool targa on Saturday 25th June 2016. It was Amy's first Targa as a driver, and my second. We went in search of food on foot heading from the hotel at Filton towards Cribbs Causeway. One and a half miles later with no sign of a suitable restaurant we returned to the hotel to ask where food could be found. The advice led us to take the car for what turned out to be a much shorter and more successful trip.

On arrival at the farm I felt unprepared and quite lazy as Amy, in her pretty summery clothes, unloaded the Amazon's boot and swapped the rear wheels to ones with winter tyres. I had elected to leave the low profile summer tyres on since loading the little Saxo with a set of more appropriate wheels seemed a bit of a squeeze and far too much effort.

There were 10 tests, each a mix of gravel and very smooth concrete. Navigation was thankfully mostly straightforward. This was my first experience of navigating, a far more challenging role than driving.

We both started the tests cautiously and getting a feel for the gravel, up until I experimented with how much grip there was at the finish of test 2. The experiment worked well and we discovered just how easy it is to slide through the stop line and past the marshals. They stay to the side for a very good reason!

We gradually built speed and confidence as well as our collection of cones and penalties. The midday rain added an extra dimension to finding grip for Amy. It had stopped before my next drive. The realisation that a better result would be achieved by more careful avoidance of the cones made us both stop rushing. Amy started driving very smoothly resulting in much better results, very impressive handling of the biggest car in the event. She was pleased to be driving on gravel as the car before us had left tracks for us to follow. This was very useful as my lack of talent as a navigator quickly became obvious. Amy's beautifully prepared notes in the road book were clear and concise but when the navigator loses track of where he is, you can't beat the course showing you the way.

The last test and last chance to pull back a place in the results and push to find out how far you can push your car. It was the longest test and Amy was unfortunate to have a slight collision with a post on a very tight hairpin left. Soon after that on a concrete section I completely failed to deliver information on the route and Amy guessed incorrectly. I worked out where we were and a short reversing manoeuvre corrected the problem. It did add a lot of extra time.

While waiting for the results the heavens opened. It was a great opportunity for a game of sardines under the gazebo.

The event was very novice friendly and very enjoyable. It's a long drive but one I would happily do again next year. I'd like to thank Amy for coping so well with such poor navigation.

Simon & Amy car 12 2nd Class NB
Amy & Simon car 112 3rd Class NB

P e r c y ' s P r o g r e s s

Step three of the rehabilitation saw the team trek north for the Beaver, 125 miles of North Humberside lanes (maps 100, 101 & 106) starting and finishing at Cherry Burton Golf Club (resisting with difficulty the temptation to come up with a rather more euphemistic, but definitely unsuitable for a family magazine, title). One or two changes after April's Disco Inferno, the most important ones coming from a visit to Rob Kitchen at Norfolk Classic & Sports Cars; for me re-positioned clock and 'proper' potti jack; for Hugh sump guard, pampered gearbox internals, tweaked suspension and other bits and pieces; what a difference, could have been a different car! This has always been one of my favourite events, 100% plot & bash, never too difficult but possibly not one for the Novices, the low entry is always a bit of a puzzler.

Running at car 15 out of 24 starters we turned up at noise / scrutineering on our due time, no queue and very relaxed, a good start to the evening. Signed on and with nothing to do settled down to wait for the off. Also out was Ian Graham navigating for James Taylor running at car 20 and unfortunately destined for a very short event. Format of the event was an early start (22:11 for car 1), 2 runs at a test in Watts Quarry (a couple of miles east of the wonderfully named village of Wetwang), 125 miles of plot & bash defined by 12 handouts and 37 controls, 2 more runs at the test to finish off. It all promised to be a bit hectic with the majority of the sections set at 4, 5 or 6 minutes.

Still in the process of re-learning most of the things I'd forgotten in my lay off and again we planned to take it steady with a finish the main aim. Have to hold up my hand at this point and say we stuck to the plan, perhaps there is hope! Watts Quarry isn't really a quarry but more a two mile sprint along a disused railway line with a wiggly bit at the start. Plan was to run all the cars through east to west holding them at the finish and then a re-run in the opposite direction. Worked well with an entry of 24, would not have worked with a full entry. The test started off with a 50m straight into a tight hairpin right onto some rough and wiggly bits around the 'quarry' before the very quick railway track. James and Ian got as far as the hairpin right but the fat lady was already up to speed for them and a very early bath with total brake failure. First time out for the 'new' car and things felt really good over the rough stuff, good steady run, nothing special but no dramas. Our only real problem (as always) was code boards, perhaps all drivers should be made to sit in the passenger seat and try it first-hand! Highlight of the run back was a NAM board on a footpath located such that the only way to see it required a reverse up the path! Already things were favouring the more powerful motors; Hugh was a little disappointed with his performance but the results after the tests had us 8th o/a on 6:10 against Carl Hawkins on 4:43 and the man of the moment Richard Hunter on 5:11. We had decided that the event would not be won on the tests, only lost, as it turned out we were wrong but overall our night benefitted from the planned approach.

Onto map 101 and with the plot and bash starting well before midnight a gentle opening of several timed to the minute sections with handouts 2 thru 5 to NTC8 and the start of the serious stuff. All went well up to STC6; sitting in the queue behind car 14 our minute came and went and it was soon obvious that we had a dodgy clock (I don't think it was intentional and from reading comments on the BRF perhaps temperamental rather than dodgy and with hindsight perhaps should have taken it up at the finish); the dodgy clock and a stretchy piece of string left us with 2 minutes and 59 seconds to travel the 3¾ miles between STC6 & STC7; admittedly the

last 2 miles were dead straight but it was a tad too much for the 1400 and we missed our minute by 13 seconds leaving us with a slightly unfair (in my opinion) 1 minute penalty.

Handout 6 (straight forward array of in order grid lines and spot heights) at NTC8, very fast roads but everyone dropped time at iRTC9, the clocks were fine, just a good example of creative manipulation of the stretchy string. Handout 7 (in order grid squares) at RTC10, some more quick roads and a chance to recover lost minutes at STC12 before giving them back at iRTC13 (no stretchy string needed here, just a good old fashioned PR 'dead section') and then an opportunity to get back on schedule at STC15. Sitting at the end of the 'dead section' waiting for our start time I tried to explain to Hugh what a double triangle was, even as far as drawing him a picture, but I could see I was wasting my time as the eyes glazed over. So it was no great surprise 500m down the road at the junction when Hugh spotted the board on the second NAM and all my words of wisdom were forgotten, a wrap on the knuckles followed by a serious Reginald Molehusband moment (ask your parents) as we reversed into the grass bank before eventually picking up the first NAM. Handout 8 (straight forward herringbone) at STC15, familiar territory, combination of stretchy string and rough whites saw everyone drop time at iRTC19. Pleasantly surprised to find ourselves 7th o/a at petrol after a relatively drama free first half.

Map 106 for handout 9 (straight forward array of in order grid lines and spot heights) at MTC22, more fast and very fast bits but with Hugh gaining confidence the 'dropper' at iRTC23 was cleaned. Handout 10 and the first serious uphill bits (coded array of spot heights) at NTC25, not quite a stretchy enough bit of string as the top boys were clean. Steep uphill bits were not very 1400 friendly as we added another 27 seconds to the scores on the doors. Millington Pasture is one for the boys and girls with the big gonads (very fast for the brave), the Pasture finishing off with two very tight uphill hairpins (not too bad going up but fondly remembered, used the other way, as the spot where an 'observing' North Humberside Police Traffic Car ended up on its roof on a very icy Three Swans in the Seventies). No need for any time recovery but ample opportunity at STC28 if required.

Now was the time for the organisers to sharpen up the sting in the tail. The navigation so far had been very fair, the organisers having made a conscious effort to try and get everyone running on their scheduled minute for the start of the home stretch. Handout 11 (list of 14 in order via references and spot heights with directions of approach and depart, nothing MENSA but clever weaving between 106 & 100 and the resulting map juggling made it tricky) at STC28. All very nadgery and the first section that gave the smaller engined cars a look in (Hugh loved it), a PR 'dead section' made sure everyone dropped time at iRTC30 and we were pleased to be not that far off the pace. Handout 12 and what a goody it was (very straight forward string of in order grid lines and spot heights) at RTC31. A very stretchy piece of string for the 'dropper' at iRTC34 using maps 100, 101 & 106 plus a 'sneaky bit'. We had had a lonely night but by the middle of the 'dropper' we were running less than a minute behind cars 14 and 12, it all nearly went pear shaped as the red mist came down as we closed in on the tail lights, a quick slap on the wrist as a reminder that the focus should be on the rapidly approaching downhill 90R 90L and not the tail lights, while all this was happening I had my own dilemma – RC31c was shown as a SGW with two possibilities at a marked large grass triangle – instinct went long way but the navigation went short way – picked short way and no board then wasted a minute investigating the long way and found the board – no further problems with every one dropping time at iRTC34. Looking at the times about 75% of the field made the same mistake, worst affected was Richard Hunter as he assumed the board was missing and ended up with a 5 minute penalty costing him 1st o/a. Mike Petch (organiser) was on duty at the entrance to Watts Quarry

and he pointed out the instruction at the top of the sheet to use the longest route possible, sneaky but fair as far as I was concerned, Richard was not so magnanimous!

Same procedure for the tests; first run saw a 13 second improvement; second run saw a 18 second improvement; still serious problems with the boards. We went into the tests lying 6th o/a and the final results had us 7th o/a missing out on 6th by 1 second. Only real down side to the event was the breakfast was like something out of Fawlty Towers with Manuel trying to produce 100+ breakfasts using one frying pan. Very enjoyable event and significantly Hugh thought that rather than driving flat out all night perhaps backing off and going for the smooth no error approach was the way to go. Can't disagree, just need a bit of work on code board sympathy and we may be getting there. Car ran faultlessly, driver drove well and just the one slip up from the left hand seat.

Watch this space after the next event in the comeback, Mercian in September.



PS

Map revision update: After the layoff I have been buying new maps, I now have post February versions of 119 for the VK and 100, 101 & 106 for the Beaver. Did not see any obvious differences on 119 but plotting from MTC22 on map 106 at the weekend I got a bit of a surprise. I usually highlight the 10km grid lines as that is where the blue km grid line numbers are, on my new version they weren't there! All the plotting in the first half had been on 100 and the grid line numbers were where they should have been. They were also not where they should have been on 101. They have not gone completely, instead of every 10km they are now only shown twice. I have checked post February versions of 132 & 144 and they have the 'new' grid line numbers. This is only really of significant interest to organisers who might think of using the blue grid numbers in their navigation – it won't work on both versions.

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, some-how I always had something else to take care of first, the shed, the boat, making beer. Always something more important to me. Finally she thought of a clever way to make her point. When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a tooth-brush. I said, "When you finish cutting the grass, you might as well sweep the driveway." The doctors say I will walk again, but I will always have a limp.

My wife and I were watching Who Wants To Be A Millionaire while we were in bed. I turned to her and said, 'Do you want to have sex?' 'No,' she answered. I then said, is that your final answer?' She didn't even look at me this time, simply saying, 'Yes..' So I said, "Then I'd like to phone a friend." And that's when the fight started...

I changed my password to "incorrect" so whenever I forget it the computer will say, "Your password is incorrect."

12 Car Odds & Sods

Dates that may be of interest to some readers:

Saturday 6th / Sunday 7th August 2016**Morning Mist Half Night Road Rally**

Loughborough Car Club

100 miles on maps 129 & 141 aimed specifically at Beginners & Novices

Running under a Clubman's Permit with SCCoN one of the invited clubs so no need for a Competition Licence

100 miles with no whites

Entry limited to 20

Links to the Regs & Entry Form can be found on the Loughborough Car Club [website](#)

Sunday 14th August 2016**AMSC 12 Car Regularity Run**

Anglia Motor Sport Club in association with Chelmsford Motor Club

Map 155

Running under a Clubman's Permit with SCCoN one of the AMSC member clubs so no need for a Competition Licence

50 miles

Links to the Regs & Entry Form can be found on the Chelmsford Motor Club [website](#)

Saturday 29th October 2016**Halloween 20 / 20 Rally**

Chelmsford Motor Club

Running under a Clubman's Permit with the AMSC one of the invited clubs and SCCoN one of the AMSC member clubs so no need for a Competition Licence

Keep an eye on the Chelmsford Motor Club [website](#) for more information

Friday 18th November 2016**March Hare 12 Car Rally**

King's Lynn & District Motor Club

Map(s) ?

Annual inter-club challenge 6 crews from SCCoN v 6 crews from KLDMC

If you would like to represent the club please contact Gordon Shipley or Andrew Lawson

Saturday 14th January 2017**AMSC Inter-club 20 / 20 Rally**

Anglia Motor Sport Club in association with Chelmsford Motor Club

Maps 155 & 156

Running under a Clubman's Permit with SCCoN one of the AMSC member clubs so no need for a Competition Licence

100 miles

No information available yet but worth a mention as it was previously advertised as running on Friday 13th but it is also being advertised as running on Saturday 14th

Blue Book Babbling

What is the Blue Book? The *MSA Yearbook*, commonly known as the **Blue Book**, is the 'Bible' of UK motor sport, containing all of the MSA General Regulations that help to ensure safety and fair play across the sport.

How do I get a copy? All MSA Competition Licence Holders and senior Club Officials get a copy and there are links to a pdf version from the [MSA website](#) and the [SCCoN website](#).

.... and one of my favourite topics – Give Ways

Specific Regulations for Rallying (R Rallying) starting on page 294 and the relevant bit quoted below can be found on page 302:

9.1. The only route information that may be given out before the Competitors' due start time will be information regarding Quiet Zones, Black Spots, Re-join Points and Neutral Sections. Exceptionally, for Road, or Historic Road Rallies, and only if the SRs Permit, other route information may be given in advance for those parts of the route that take place between the hours of 07.00 and 22.00.

9.1.1. The location of all Stop and Give Way junctions along the route must be issued to Competitors along with clear instructions as how they must treat them (9.1.3).

9.1.2. Organisers must identify any other junction at which Competitors are required to stop.

9.1.3. Competitors must Stop before entering any road protected by a Stop sign or a Give Way sign where that part of the event is held between 22.00 and 07.00 hrs. Failure to comply will be penalised as in 13(q), 9.1.1.

9.1.4. Exceptionally, with the specific permission of the RLO, Give Way signs in Quiet Zones may be negotiated according to the Highway Code. Any such junctions must be advised to Competitors in advance.

What does it all mean? Well, as with most 'rules' in the 'Bible' they can be interpreted in many ways. My view is that the important bit is **9.1.1**. As a club the generic 12 car regulations cover the '**along with clear instructions as how they must treat them**' bit **BUT** can you penalise a crew for failure to comply if the organising team has not done their '**The location of all Stop and Give Way junctions along the route must be issued to Competitors**' bit? Ignoring the 07.00 to 22.00 red herring (as the majority of club 12 cars will not be completely finished by 22.00) then **9.1.3** kicks in which shifts the responsibility onto the organising teams' shoulders as my spin on the combination of **9.1.1** and **9.1.3** is that the navigation **MUST** include the location of all the Stop and Give Way junctions on the route. Where does this leave marked maps? And the penalty for a Give Way offence, no ambiguity about that as there is only the one and that is Exclusion. How would things change if the 07.00 to 22.00 rule could be 'read' as events starting between 07.00 and 22.00? Perhaps **9.1.4** could be applied to club 12 cars, or perhaps not as there is still an '**Any such junctions must be advised to Competitors in advance.**' bit. Could a crew on a club 12 car protest a penalty based on a DSO failure to comply with a Give Way report if the location of the Give Way had not been given to the crew? Should the club appoint independent stewards for club 12 cars? Perhaps common sense should be the order of the day. Beware of unintended consequences.



Anglia Motor Sport Club



2016 / 2017 AMSC Trials Challenge (Provisional Calendar)



Round	Date	Venue	Organising Club
1	2 nd October	Lamarsh	ECMC
2	16 th October	Ivinghoe Aston	FMC
3	6 th November	Kensworth	FMC
4	13 th November	Lyng	SCCoN
5	11 th December	Lamarsh	WSMC
6	1 st January	Seckford Hall	ECMC
7	15 th January	Harlton	CCC
8	12 th February	Holbecks Park	WSMC
9	19 th March	Wattisfield	WSMC
10	15 th April	Ivinghoe Aston	FMC

2016 AMSC AutoSOLO Challenge



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

2016 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	24 th April	Wethersfield	CMC
2	22 nd May	Woodbridge	WAC
3	3rd July	tbc	tbc
4	20 th August	Debden	WAC / WSMC
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
FMC Falcon Motor Club **KLDMC** King's Lynn & District Motor Club
SCCoN Sporting Car Club of Norfolk **WAC** Wickford Auto Club **WSMC** West Suffolk Motorsport Club

FOR SALE - Chris More's MGB GT Sebring Replica

Specification

I built this car as a replica of the works MGB GT prototype which ran in the 1967 Targa Florio driven by Paddy Hopkirk and Timo Makinen. The car was based on the soon to be announced MGC but was fitted with an over-bored 2 litre B series engine. It was the first time the MGC Sebring 'big wing' body conversion was seen in public.

Engine

1950 cc over-bored for standard Lotus Twin Cam pistons
Best spec standard crankshaft ground to minus 10 thou'
Piper camshaft BHR 2852E
Mangoletsi 3-branch exhaust manifold
Long inlet manifold for 45/48 Dell'Orto carburettor
Big valve gas flowed cylinder head (with lead free conversion) Compression ratio: 10 : 1
Double valve springs with spacers between the valve rockers
Electronic ignition
Thermostatically controlled electric radiator fan
Filter king fuel pressure regulator plus facet fuel pump
The engine has been fully re-built with new parts, not run in yet, around 140 bhp subject to dyno test.

Body Shell

All rusted panels removed and replaced. All panels treated with 3-part rust cure and prevention, all interior body channels and hidden areas waxoyled twice. Full Sebring body conversion in fibreglass.
Inner rear wheel arches fabricated to meet the outer wings.

Gear Box 4-synchro box with overdrive.

Rear Axle Standard MGB late type axle.

Front Suspension

Spring/damper conversion. Adjustable ride height. Up-rated springs. Gaz adjustable shock absorbers.

Rear Suspension

Telescopic conversion. Up-rated springs. Gaz adjustable shock absorbers.

Front Brakes

Standard calipers with grooved and drilled discs. Up-rated EBC green stuff pads.

Rear Brakes Standard rear drums.

Exterior Full big-wing Sebring conversion with Perspex headlight covers and large quick-release filler cap.

Interior

Bucket seats. Full harness belts. New carpets. Full Safety Devices roll cage with side impact door bars.
New door cards. All fuel and brake lines inside the car and plumbed-in.

Wheels

Compomotive 5-spoke aluminium alloys - Front 8" x 16 Rear 9" x 16
Tyres: Pirelli P7 Front 205/60/16 Rear 225/60/16

General

Unfortunately I have to sell this vehicle which is nearly completed due to ill health. There are a number of small jobs outstanding of which the main ones are to fit longer rear wheel studs (the standard ones are OK for moving about the yard), fitting the chrome beading in the front and rear screen rubbers and setting up the engine and suspension to your preferences. The car has a current V5 in my name.

Chris More

Contact via Peter Riddle - phone 01953 - 601174



Eastwood & District Motor Club

The Phoenix

Jane Cowling Memorial

Charity Stages

Sunday 7th August 2016

Fulbeck Airfield

Off the A17 Newark – Sleaford Road

(Approx postcode NG32 2AY)

Signing on 0715-0745hrs

Marshals & Radio Crews reqd

- Location near Entry onto perimeter track
 - (Silver VW Camper)

Either email djminnsrally@tiscali.co.uk Tel:

Land 01949 876271 Mob 07986 241839



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
	72 hours	£40.40

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 02/2018