

SCCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2016



Historic Rallying in Belgium

Thursday 18th August

New venue for the August Natter & Noggin

Caistor Hall Hotel
Caistor St Edmunds
Norwich
NR14 8QN

Inside this issue	
The Latest ...	3
2016 Calendar	4
Editorial	5-8
Marshals Post	9
Operation Mini	10-11
Tour of Ypres 2016	12-13
BOFI Racing	14-17
2016 / 2017 12 Car Championship	18
Anglia Motor Sport Club	19

Editor

Martin Newson
01502 716280

Spotlight articles should be emailed to:
cjnewson32@yahoo.co.uk

or mailed to:
Spotlight,
32 Queen Elizabeth Drive,
Beccles,
Suffolk
NR34 9LP

Contacts

Pat Ward

Management Team

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

Andrew Lawson
compsecretary@sccon.co.uk
01692 598291

Howard Joynt
howardjoynt@googlemail.com
07917 060052
Grace Philp
membership@sccon.co.uk
01507 481283

Christine Newson
cjnewson32@yahoo.co.uk
David Bell
percy@sccon.co.uk
01603 720871

David Leckie
01603 893294
Chris Edwards
Mike Lambert
Dale Lawson

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 **Caistor Hall Hotel** on 18th August for the next Natter & Noggin

Diary Dates

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 Caistor Hall Hotel

**Saturday 20th August
Debden Targa
West Suffolk Motorsport Club
2016 AMSC Targa
Challenge Round 4**

Wednesday 7th September
Management Meeting

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

Friday 30th September
12 Car Round 1
P & H

Wednesday 5th October
Management Meeting

Thursday 19th October
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.

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

Friday 30th September
12 Car Round 1
P & H

Charity Event

Caistor Hall Hotel

**Saturday
12th November**

Singer Hayley Moss

Auction

Tickets £15

www.wssc.co.uk Caistor Hall Hotel Caistor St Edmunds Norwich NR14 8QN



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		
Friday 30 th September	12 Car	12 Car	David Leckie
Thursday 20 th October	Club night		
Friday 28 th October	12 Car	12 Car	Bernie Fox & Howard Joynt
Saturday 12 th November	Awards Presentation		Pat Ward
Sunday 13 th November	Trial		David Leckie
Thursday 17 th November	Club night		
Friday 25 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 15 th December	Club night		

www.scon.co.uk/index.html

Chairman Reporting August 2016

There have only been a couple of events this month which Christine and I have attended, both of which took place on the Debden airfield site.

Sunday July 17th West Suffolk Motorsport Club Autosolo

Another full entry, this time with no SCCoN entries, just a small but perfectly formed marshals team from SCCoN. It was great to see a strong entry from the ladies this time; we had Rebecca Rowles winning her class and Laura Christmas third in hers. In the overall event it was very close with Mark Peterson coming out on top winning by 7/10 of a second. We now have several juniors taking part with their dads taking part as well. Next time bring your shopping car out and have a go, bring the family and we will try to give them a taster drive after the main event of the day.

Saturday July 23rd

We got another call to Debden this time to support the local army groups on an open day. We ran two taster tests for the visiting public, the normal Autosolo and Targa drivers were giving rides to the public in their cars, they did themselves proud. Lots of the passengers looked very nervous as they started but by the time they had finished they had huge smiles spread across their faces.

Two events for this month's Diary

Saturday 20th August

West Suffolk Motorsport Club in association with Wickford Auto Club are running a Targa; decent entry with one or two SCCoNies, it should be an interesting day.

Monday 29th August

Chelmsford Motor Club are running another rally at Wethersfield, we seem to struggle on a lot of events to run stages (or Autosolo's etc) safely with enough marshals. Please put your hand up to help, Christine and I will be there, with Christine doing here best to feed and water any of our marshals which are working close to us on the day.

Even if you are only thinking about help you could ring me or email

01502 716280

cjnewson32@yahoo.co.uk

or texts only on 07786 397 212

Marshals Briefing

For those of you that have already registered as MSA Registered Marshals this year, please ensure you have done your online training BEFORE renewing your licence for 2017.

For those who have not registered for a MSA Registered Marshal licence for 2016, we encourage you to do so even if you are a competitor normally.

Please log in and sign up at <https://www.msauk.org/>

Anyone who wishes to marshal for 2017, will have to be an MSA registered Marshal or be buddied with another experienced marshal. With so few marshals attending events, we would encourage everyone to go for your licence. This is not the MSA registration that your club has but is an individual MSA marshal licence which each person who wishes to marshal must have.

FAQ

Why do experienced marshals have to do this?

All marshals should have a common set of basic skills to protect themselves and others on the stages. This includes first-on-scene training. The MSA aims to ensure that the training is useful and relevant to everyone.

What are the contents and how long does it take to do?

There are three modules: Roles & Responsibilities of the Marshal; Spectator Management; and Incident Management. It should take a maximum of one hour to complete, including the online assessment.

What is the process?

Simply register online via the MSA's members' site at members.msauk.org. Then follow the links to the learning management system and proceed.

What will happen if you do not pass?

You can simply retake once you have re-read the sections you didn't quite manage first time.

When do all Marshals have to be registered by?

From now on, online training and accreditation will be compulsory for new/first-time rally and cross country marshals. Existing registered marshals are encouraged to complete the accreditation as soon as possible and will need to do so before renewing their 2017 registration.

Do all Marshals have to complete the online scheme, regardless of status?

From 2017, yes, but you can apply to register at the grade for which you are most experienced. If you wish to apply for a grade higher than trainee you will need to supply the MSA with an application form endorsed by your club and a CV covering your motorsport history.

Do you have to complete the online scheme every year?

No – it is a one-off for everyone.

If a Marshal chooses not to register will he/she still be able to marshal?

There will continue to be a buddying system, which will allow non-accredited marshals to join accredited volunteers on events. This will also help to ensure we don't lose opportunities to recruit new volunteers. For 2017, all marshals will need to have completed the online scheme before marshalling unsupervised – a non-accredited marshal will not be able to man a junction on his or her own, for example. In 2016, during the transition, only existing MSA-registered marshals may marshal unsupervised.

Will marshals still require a club endorsement on the application form?

For 2016, new marshals will not require club endorsement. However, they will need endorsement if they choose to upgrade to become a registered marshal.

How will the grade be decided for existing marshals?

It will be decided by a small committee upon submission of a CV and an application form endorsed by the club.

Any further questions from volunteers should be directed to training@msauk.org

August Natter & Noggin

Thursday 18th August

Caistor Hall Hotel

Open meeting to discuss the 2016 / 2017 12 Car Championship

Everyone welcome

Kick off 8pm



*"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:



SCCoN 2015 Awards Presentation

Caistor Hall Hotel

Saturday 12th November 2016

Sharing the venue with the Charity Event

Why not come along pick up your pots and then spend some money?

Marshals Post

Upcoming club events: Cromer Soapbox Derby, P & H 12 Car, B & H 12 Car, Lyng Garage Trial

Other clubs:

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 West Suffolk Motorsport Club and Wickford Auto Club

Wethersfield Stages on Monday 29th August based at MDPGA Wethersfield (nr Braintree) organised by Chelmsford Motor Club

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



So the newly named racing team (Chewitt Racing) hit the track for the second time last weekend (16th and 17th July). We headed down to Brands Hatch on the Thursday evening, ready for the Friday morning test session. We had two half hour sessions, after the two sessions were complete, I was only a second and a half off of the pace. Not bad, not bad!

On Saturday morning we had the frustrating news that we had to get the ECU in the car adjusted as it was running too much power, in conjunction with the 180 hp per ton our class ruling, While I was in briefing the decision was changed and the ECU was left as it was originally but the car was then restricted to only 5000 revs as opposed to 6700. This meant that qualifying was the first time I got to run the car as it was. I couldn't keep with the Coopers in a straight line, meaning that I qualified 4th from the back out of over 30 cars as I also couldn't keep my corner speed as fast as the cooper class due to them running slick tyres and us a controlled treaded tyre. Meaning that I was dangerously slow.

After qualifying the decision across the paddock and the organisers was to let me run with full revs, the same as the Friday, but I had to run with 60kg of ballast. To make the power to weight ratio correct.

Race 1, I was a lot happier with the feel of the car straight from the off. However due to bunching at the first corner and a little hesitation on my part the coopers flew past me. For the first 15 minutes or so I had to battle my way through the Coopers, again I struggled as they

have a higher corner speed, therefore allowing them to drive around the outside of me. On the third lap I had my near side mirror knocked in, so I had no idea where cars were through graham hill bend and Surtees. Once I had gotten past the cooper battle that I was entangled in, I made a mistake through Surtees, with one of the leading cars on my tail, almost losing it and almost ending up on the grass, as he went to the outside meaning that I was taking him with me, (my now blind side).

Race 2, got off to a rough start as I was over taken by one car going through paddock but managed to stay a head of the cooper class, until druids that was anyway as bunching left me in their clutches, slipping up the inside in a cooper size gap. However, as we entered lap two at paddock the two leading cars in the open class rolled over in the gravel, on the outside of the corner. Leading to a swift red flag, as the rest of us were sent around to the grid once again. As the restart got under way, I flew off the line, keeping right in the mix of my class, looking for the over taking on the car in front. Although on lap four I was blocked by a slow moving car, allowing the car in front of me through before graham hill bend, and me through after, allowing the coopers to pull the overtake going through mclaren. As the second placed cooper ran wide I slide up the inside at clearways and due to the higher straight line speed I took to the outside line to stay out of the way for paddock. Due to being told by the series organiser to stay out of their way as they have their own race .

The first cooper came through no problem, but the second cooper didn't seem to think that was enough from hitting the rear driver side wheel, and pushing me around until I could no longer save the slide. As an unsighted car behind him then hit the front drivers corner at 80mph before hitting the rear end also, as he then spun out of control. As in avoidance another cooper flew past me hitting the tyre wall, therefore causing a red flag as there was a large amount of debris on track including 4 cars and substantial damage to the tyre wall.

After being checked over by the paramedics, I was given the all clear, and looked forward to getting the car sorted. When I arrived back at the garage car was still up in park ferme. As one of the mechanics said that there was a 90% chance that I wouldn't be racing in the final race of the weekend. And true that would be, as when we looked deeper into the damage we found that both the front and rear drivers side suspension was bent, the steering arm was broken, the Wheel had snapped, the engine mount was snapped and the deciding factor was the chassis arm was bent and there where multiple spot welds that had been broken, meaning that the scrutineer failed the car even before anything had been taken off of the car to be replaced. Putting an early end to the weekend. Realising that it was pointless hanging about the lads decided to help one of the two cars that had rolled over earlier in the race. Allowing him to get back onto the grid for the final race of the weekend.

So a rough one for us all, loads of potential and lots of coverage, plenty of fans and new faces to see, thank you everyone we've now got some work to do and money to find to repair some items.

Chloe

Tour of Ypres 2016

Paul Doodson

By the time you read this, the Battle of the Somme would have been raging for a month or so some 100 years ago. What so far has not been mentioned, on TV, is the Battles of Ypres, in Belgium, the last being Passendale.

We now fast forward 100 years to the present day, when most people who visit Ypres also visit the memorials to the fallen. One place is in Ypres, the Menen Gate, where at 20.00 hrs every day the Last Post is played. It is now very popular, but, when I first began to go there some 20 odd years ago, I can remember being one of only 4 people there. One was able to speak to the buglers, now sadly not possible, due to the thousands who visit.

But, Ypres does have a happy side to it and that is the Tour of Ypres, a Car Rally. This event takes place, each year in June, is a round of various championships, a tarmac event, on closed roads, which include driving through some farm yards...!! The whole centre of Ypres is taken over by the event with service areas for the top crews and the start / finish ramp in the main square, and behind the Cloth Hall more service areas. One road is closed off and is used as Parc Ferme. This means great difficulty in parking, so one has to do a fair bit of walking...., on cobbles. Not good that, if like me you suffer from a bad back etc.

This year I was able to join the group from BRMC. At the helm was Phil Rees, a veteran of many visits, together with his flock, I would like to thank him for allowing me to join the group. I feel / hope that we made a formidable marshalling team!!

A visit to Rally HQ where we were duly presented with our badges of honour (neck dangler things and Hi Vis vests, which had to be returned) and the official program.

Then off we went, no time for lunch as we have to be at the shake down stage and in position some 3 hrs before the first car arrived. This meant we were able to watch the various and numerous course cars, complete with different forms of flashing yellow, blue and red lights, all equipped with yelp type sirens of different quality and loudness. Even the 000, 00 and lastly the 0 cars, not to be out done, had the same.

The stage was Nieuwkerke. This stage allowed the competitors to get the best seeding possible. The stage started on the outskirts of the town and finished in the centre, between two bars. The town centre had been closed off and straw bales so placed to make a double hairpin in the square just before the finish. Our job as marshals was to replace, or move back into position, the 1 ton straw bales, oh yeah, in your dreams.. Lucky enough we have some young Belgium Marshals on hand to do the heavy work. Thankfully, none of the competitors hit the bales, but some (competitors) were able to entertain the crowd by doing donuts. The place was packed, but no problems though, and everyone had a good time, helped of course by the bars that were open and the BBQs serving food.

Then it rained!! Straw, cobbles and slick tyres do not mix. Oh joy!!

Sadly, it was poor old Phil Rees (my new hero) and his gang of 4 who drew the short straw (no pun intended). Some driver decided to demolish his chicane and took out all 3 bales. There was straw everywhere, across the road and up the walls of the houses. This did not please the

owners, I should add. Phil and his gang had to drag some spare bales across the road to reinstate the chicane.

Such dedication was a joy to watch!!!

Next morning was the marshals meeting, where we were all allocated various stages. I was allocated Wijtschate, 13.81 km long. CBs were given out and instructions in how to use them!! They were useless, no range at all. It would have been easier to shout. Luckily enough we had the stage Commanders phone number. He was a real gem and gave us a very warm welcome plus some food / drink.

There were 2 of us and our location was quite "high up" so we have a really good view. After the dozen or so course cars the first competing car arrived and duly disappeared in a cloud of dust. Like all the stages it was run twice, so it was dark by the time we were allowed to leave.

I did not marshal on the last day as I have to return to UK for another event.

Finally, I was quite surprised that there are not more entrants from the UK. It is so easy to get there 3+ hour drive to Dover, 1½ hour ferry crossing (lunch time) and an hour or so the other side, far easier than trapezing across the UK. Furthermore, it is very good fun.

Regards to you all

Paul Doodson



BOFI Racing

BOFI Racing is the brainchild of Leigh Gray and Daniel Marshall. Dedicated to spreading the word about club level motorsport, their blog will cover topics from advice for beginners through to advanced theory and product reviews. You can read more about BOFI Racing at bofiracing.wordpress.com.

How to do motorsport on a budget

Posted on July 24, 2016 by Leigh Gray



Motorsport can be expensive.

The first thing you think of when you want to get into motorsport is circuit racing.

But with circuit racing you need a race car, an MSA license, safety equipment and trailer before you even think about the fuel, tyres and race entry fees.

How would you like to know about a form of motorsport you can do without an MSA license, without any safety equipment and at a fraction of the cost?

We found out about cheap motorsport by watching two American guys on YouTube.

For us, it began by watching a video of American muscle-car aficionados [Roadkill](#) thrash the [Rotsun](#) around a track made of cones in [Episode 26](#). We liked the idea of a mildly technical timed test, and with the £9,000 estimated cost to start racing in the BRSCC MX5 championship being a little prohibitive, we thought we might have happened on a way to take our road cars racing.

The event was called an 'Autocross', and we searched the tangled mess of the interweb trying to find out where one might be held here in the UK.

Nothing

Well, not exactly nothing, but the first link on Google pointed us towards [Go Motorsport](#)'s page about driving in a grass field. Not ideal in cars with underbody bracing that sits barely 10mm above the ground, and not helped by the fact the events listed were hosted either in Jersey or Guernsey! Whilst we didn't strike gold first time round, we would later find Go Motorsport would become our greatest resource.

Autotests...

Some exploratory searching led us to a page about [Autotests](#). Described as "courses – usually on tarmac or grass areas such as car parks or smooth fields – marked out by plastic pylons or cones. They tackle a number of tests, with two [or more] attempts at each. The driver with the lowest accumulated time is the winner, although penalties are incurred for hitting cones, failing to stop on a line, or for taking the wrong route."

Bingo!

(Although the ghastly green stuff was mentioned, in our experience we've only attended one event that was on grass, and that was at the MX5 national rally. All those we've competed at as part of a club has been on tarmac).

Further reading had us a bit bemused as to the nature of Autotests. "While you will rarely venture out of first and reverse gears..." (boo) "...you will need to get the hang of handbrake turns, J-turns and the like" (hiss). Some further research on [YouTube](#) seemed to confirm this, albeit quite spectacularly as Christopher Evans (not that one) piloted his Locost around Hagley and District Light Car Club's Autotest.

We decided to have a go regardless, even with the MX5's 6 speed 'box having a famously vague reverse gear. So, we needed to find an event.

Go Motorsport came up trumps again, this time with its searchable [club directory](#). So we chose 'Autotests' from the keyword drop-down, punched in our postcode and searched within a 20-mile radius. [Peterborough Motorsport Club](#) popped up. Well, there you have it. Who knew all this was going on at our doorstep?

£10 membership fee and a £30 entry fee later we headed down to the next Autotest. To our

surprise, there were no reversing sections on the tests. When asked why, the club secretary told us that because AutoSOLOs were being held at the same time and they don't include any reversing, it saves time by having both use the same course.

... and AutoSOLOs

So what's the difference between an Autotest and an AutoSOLO?

Simply put, cars that compete in AutoSOLOs need be insured, taxed, MOT'd and driven to the event, where if you had built a prototype you could trailer it and run it in the Autotest.

Talking to a competitor in a red MX5 mk1, he told us that there was another AutoSOLO being held at Debden the following weekend. The best part being it would feature tests that would be more flowing, and as a result, quicker. We couldn't resist. Having stayed firmly in first gear the whole day with PMC, the turbo in our MX5 barely had a chance to spool up.

We followed our new friend's advice and joined [West Suffolk Motorsport Club](#). Sure enough, everything we've ever competed at since has seen first, often second, and sometimes third gears. And in Project NB that means going at a fairly considerable rate of pace.

What you need to do motorsport on a budget

The must-haves

A roadworthy car

Taxed, MOT'd, insured and driven to the event. It doesn't matter what you've got, whether it's a Nissan Micra or a Lotus Elise, you'll be surprised how competitive you can be.

Road-legal tyres

We'd recommend using tyres with at least 2mm of tread, depending on your driving style. driving home on the canvas isn't safe, nor legal. Sticky rubber from [list 1b and 1c](#) tyres in the MSA 'Blue Book' are not permitted.

Club membership

Search on [Go Motorsport](#) for your nearest club that holds the type of event you want to join. You'll need to pay an annual membership fee usually between £10 and £20.

Entry fee

Expect to pay around £30 for an AutoSOLO, although this can vary.

Yellow tape around your negative battery cable

We've had our knuckles wrapped for not having any yellow tape on our negative battery cable. It pays to keep scrutineers sweet, as they are often also marshalling and without them, you

wouldn't be racing.

A spill kit

It is strongly recommended that you carry a spill kit capable of absorbing minor spillages of up to 1.25 litres of all vehicle fluids such as oils, fuels, coolants, battery acid.

Polish

For when you inevitably hit a cone and it leaves orange on you. They don't usually leave a scratch, however.

The nice-to-haves

Harnesses

Probably the first upgrade we would recommend as they prevent you from being thrown around the cabin, providing you have a seat that can accommodate them. One-piece seats are a definite no-no as the belts can slip off your shoulders in the event of an accident.

Which means you'll need a...

Rollbar

Especially if you're driving a convertible. If you roll the car without a roof and you're wearing harnesses, the only thing between the car body and the tarmac will be your head.

Bucket seats

Combined with harnesses, you'll be able to focus less on holding yourself in the car and more on going fast.

Costs

Competing in a single AutoSOLO championship for a year, depending on your car and driving style, you should expect the following costs:

Club membership:	£20
Entry fees:	£240 for eight events
Fuel:	£200
Tyres:	£200
Spill kit:	£15
Polish:	£10
Total:	£685

Leigh Gray & Daniel Marshall

12 Car Championship

2016 / 2017 Provisional Calendar

Round 1 P & H Novice	Fri 30th Sep 2016	David Leckie
March Hare	Oct 2016	KLDMC
Round 2 B & H	Fri 28th Oct 2016	Howard Joynt & Bernie Fox
Round 3 Waveney Mushrooms	Fri 25th Nov 2016	David Mann & Robert Aldous
20 / 20	Sat 14th Jan 2017	AMSC
Round 4 Happy Egg	Fri 27th Jan 2017	Gordon & George Shipley
Round 5 Canada Garage Motorsport	Fri 24th Feb 2017	Mark & Lorraine Annison
Round 6 Lyng Garage	Fri 31st Mar 2017	Jonathan Stimpson

The latest Championship Rules and Event Regulations will be posted on the website as soon as they are available.

Perhaps now would be a good time for a website navigation refresher:

Opening up www.scccon.co.uk will bring up the Home page, menus down the left hand side of the page and on each page a series of page specific tabs along the top underneath the picture – on a specific page the tab you are looking at will be highlighted in blue.

The obvious route to the 2016 / 2017 12 Car Championship page is from the Home page: step1 - select the 12 Car menu which will open up a sub menu listing the 12 Car Championship pages available: step 2 – select 2016 / 2017 which will open up the 2016 / 2017 12 Car Championship page with 2016 / 2017 tab highlighted in blue: step 3 – select the tab to view the information for a specific round (clicking on the event link in the calendar table will do the same thing).

The shorthand for this route is:

[Home>12 Car>2016 / 2017](#)

The shorthand to have a look at the MSA Motor Club Manual mentioned above is:

[Home>Useful Links](#)

and the link will be found on the MSA tab

Anglia Motor Sport Club



2016 / 2017 AMSC Trials Challenge)



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	4th 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	SCCoN
4	20 th August	Debden	WSMC / 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
 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

**Hayley Moss
Singer**

**Caistor Hall
Hotel**

12th November



Charity Event

Tickets £15

Tel: 07880703568

Disco Food inc

Wristband only



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

www.jelfmotorsport.com

Jelf Insurance Partnership



Jelf, Jelf Insurance Partnership and Jelf Motorsport are trading names of Jelf Insurance Brokers 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 Lodge, Brock Hill, Birk (Registered in England and Wales). Not all products and services offered are regulated by the FCA.

JIF 02/06/2018