

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

September 2016



Charity Night at Caistor Hall Hotel

Saturday 12th November
19:30 to 23:00

Enjoy a charity night evening of entertainment at Caistor Hall Hotel with classical soprano and musical theatre singer Hayley Moss, better known as "Street Soprano".

Dance the night away at the disco and tuck into the delicious finger food buffet.

Take part in the charity auction with prizes from local beauty salons, restaurants, and much more.

To book your tickets please contact Pat Ward on 07880 703 568.

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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 15th September for the next Natter & Noggin

Diary Dates

Wednesday 7th September
Management Meeting

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

Sunday 25th September
Wethersfield AutoSOLO
Eastern Counties Motor Club
2016 AMSC AutoSOLO
Challenge Round 5

Sunday 2nd October
Lamarsh Trial
Eastern Counties Motor Club
2016 / 2017 AMSC Trials
Challenge Round 1

Wednesday 5th October
Management Meeting

Thursday 19th October
Club night at the White Horse,
Trowse

Friday 21st October
12 Car Round 1
P & H

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 25th September
Wethersfield AutoSOLO
MDPGA Wethersfield
nr Braintree

Sunday 2nd October
Lamarsh Trial
nr Sudbury

Friday 21st October
12 Car Round 1
P & H

Sunday 23rd October
Debden AutoSOLO
Carver Barracks
nr Debden

Sunday 6th November
Wethersfield Targa
MDPGA Wethersfield
nr Braintree

Friday 18th November
March Hare

Charity Event

Caistor Hall Hotel

Saturday
12th November

Singer Hayley Moss

Auction

Tickets £15

www.scccon.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		
Thursday 20 th October	Club night		
Friday 21 st October	12 Car	12 Car	David Leckie
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 September 2016

This month I must start by reporting the passing of two of our club members. There are detailed reports in this newsletter of Jack Sears (club vice president) and Charles Cowlin one of the founder members of SCCoN.

I have started writing this early this month, as I am relaxing with Christine on holiday in the Lake District. I did try to surprise Christine as to where we were going, and it worked. I think she was just happy there was no motorsport involved this time. Five full days, chilled out doing the tourist thing and spending a moderate amount of money and seeing the sites. We even made a detour west to visit Geoff and Maggy Bateman who seem to have settled into their new, to them, home (I am sure Geoff's fleet of cars is getting bigger). They have made friends with the local car clubs and are active on their events in the area. So hopefully we now have a reporter or two in the North.

There has been some very disappointing news on the club championships this month with the cancelation of some events, let's start with ours. As you know or should know by now we have lost the use of Scottow for the time being, and the problems go on with Green Belt / Wickford Motor Clubs losing Debden to the army at very short notice. Then only this week Kings Lynn has lost Sculthorpe to the army again but this time with a month's notice.

The bank holiday weekend was a little busy for Christine and I, well if you are away from home doing one thing you may as well be doing two. Friday late afternoon we packed the car and headed into the sunset to Wales. The plan is to drive to our friends in mid Wales for most of the weekend. The traffic was not too bad for the Bank Holiday with just one or two small hold ups, arriving at about 10.15 ish. As it was going to be early starts on both Saturday and Sunday and everyone else gone to work Christine had a lay in until about 10 ish. Today was going to be a lazy day for us not having to rush around getting ready for the rally on the army ranges. We went to visit Rob one of our Welsh friends who had a very serious accident some 16 years ago. I saw him just after the accident and in all these years there has been no change, it is such a shame as he was a great guy.

Mewla Rally on the Brecon Beacons

Anyway back to the story, in the afternoon we went to the Builth Wells show ground where all the pre-event formalities take place. As we know the clerks of the courses and most of the team we were able to pick our place to marshal on Sunday, which was Quarry Bridge about halfway through stage 3 on the first loop.

I hope to have another go at the BTRDA Championship again next year, so this was a good opportunity to talk to several of crews who we have known for a number of years. Everyone we knew was looking forward to this very fast tarmac rally. The roads are so quick that the modern

high spec rally cars will reach over 120 miles per hour; therefore the organisers have to tighten corners and add in chicanes to bring the average speed down below 70 mph.

The early start on Sunday was 5.45 as we had to be in place for 7.30, with all the recent new rules there is a lot of things that need to be put in place before the day can begin. We found our spot and our reserve radio crew turned up just in time (the original had gone AWOL). There was a small delay on starting the rally as the regroup / check point had been taken over by a rave again so the police and special forces got involved, the rally could not go past this point so that meant a 6 mile diversion so the delay did get a little worse during the day losing around 45 minutes over whole day. Our marshal point is quite a good one with a good view of the action. The cars came past our point 5 times with no real problems but there were a couple of serious accidents on the Burma Road with the driver of one of the cars needing to be cut out of the car and going to hospital for treatment on broken bones. As soon as the road open car came past we tidied up as much as we could and started to drive east again, not to home but to Braintree Travelodge, we were going to be at it again on Monday

Wethersfield Stages

I let Christine have a bit of a lay in, well until 6am. Again we had to be on site early to check in, as a sector marshal with the SCCoN team in the bomb dump. Our part of the stage could do with a few more marshals on these rallies as you can't see all the areas but as always our team did a very good job with no problems throughout the day. It was an early finish we found ourselves on the way home by four.

Martin

Jack Sears (1930 – 2016)

Jacks career, ended in 1965 at Silverstone, while tyre testing in his Lotus-Ford 40. He lost control of the car at Abbey and the car ended upside down on top of Jack. He was badly injured and almost severed his left arm. But the skill of Dr Ken McKee saved Jack's arm. Then Jack retired from Motorsport, but, after a recovery period Jack decided in 1968 to do the London to Sydney Marathon. Jack was also a member of the BRDC and some other companies, Bradley Plant Hire Ltd and Silverstone Leisure. He also became the President of the BRDC in 1991. Jack was also honoured to instigate an annual trophy in his name for the BTCC best rookie driver.

At the times I met Jack on the classic car runs and the 50th dinner, I found him to be such a gent, he will never be forgotten and long shall his memory continue.

Jack leaves behind his wife Diana, son David and his daughters Suzanne and Jennifer.

At Jack's funeral Sir Stirling Moss said he had lost a true friend and a Gentleman and a bloody good driver of the time.

The club will make a contribution to his chosen cancer charity and at the next club meeting we shall have a one minute silence, to share and take our time to reflect what Jack had achieved in his wonderful Career.

Pat



*"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: P & H 12 Novice Car, Lyng Garage Trial, Waveney Mushrooms 12 Car

Other clubs:

Wethersfield AutoSOLO on Sunday 25th September based at MDPGA Wethersfield (nr Braintree) organised by Eastern Counties Motor Club

Lamarsh Trial on Sunday 2nd October based at Lamarsh (nr Sudbury) organised by Eastern Counties Motor Club

Debden AutoSOLO on Sunday 23rd October based at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motorsport Club

Wethersfield Targa on Sunday 6th November based 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

12 Car Regularity Run

AMSC 12 Car Regularity Run – Sunday 14th August

Sunday morning and Dave Bell's VR6 Golf comes rumbling up the drive at quarter to eight in the morning to collect me for the inaugural Anglia Motor Sport Club Sunday morning Regularity 12 car; what had I let myself in for?

Seven crews assembled at the Little Chef at the bottom of the A140 to Sign-on and collect the remainder of the navigation instructions and the speed changes. During the week before, Paul Brewerton, Clerk of the Course, sent out the final instructions that included the navigation for the first regularity and part of the navigation for the second. As suspected there were some additional avoids to plot on the first that added a long loop at the beginning and a series of spot heights for the second added another loop at the end. Once I had the route plotted, and checked by Dave, we set off on our calibration distance, to see how close the speedometer trip was to Paul's trip, although no adjustments were possible, it seemed pretty close.

This two hour rally used the south east quarter of map 155 which was new for me and Paul had devised a lovely route with four timing points and three speed changes in the first Regularity and four timing points and four speed changes in the second. It really did feel like a mini HRCR Clubmans national B event.

Dave and I went out for a short practice on the Friday afternoon before so we could work out how we would do speed changes with the speedo trip and to get Dave into the routine of driving at a constant low speed and his comment "more difficult than you think". We worked out that we need to stop at the speed changes so Dave could put his arm through the gap in the spokes of the steering wheel to reach the button, that gave me the opportunity to record the distance and the time, which we discovered would help us a great deal on the event.

So a short run out to the start to the south west of Needham Market, wait for our minute on the self-start and we are away at 26mph for 3.83 miles then change to 22mph before arriving at the first timing point. I forget to read the ideal time so have no idea what our penalty is, but no time to rest as we have another speed change just 0.78 miles after the ITC. Having lost 20 seconds doing the control paperwork, we have that to make up and Dave does a grand job getting close. Knowing the distance I can change the clock at the correct time, and we can stop to zero the trip at our leisure giving us the remainder of the two miles to get back on time, which we manage as the next ITC is at the minimum distance of 2 miles; something I've only just realised while writing this. The next speed change is at 9.11 miles from the start, so without a total trip I need to add up all the intermediate distances, deduct from 9.11 and tell Dave we need to change speed when the speedo trip reads something I can't remember, but looking at my scribbled sums from the day I cannot make any sense of what I've written, so how we managed to be only 8 seconds late at ITC3 is a complete mystery. With no more speed changes to the final control, only being 4 secs late is a bonus.

We have a 20 minute break and a café within a garden centre where discussions focus on a speed change in Regularity B being 10.46 miles from RSA! Discussion in the car to the start and we decide it is a typo and it should be 10.46 miles from RSB.

This goes a little more smoothly as I'm getting back in the swing of things, gathering ideal times at controls, but narrowly escaped a wrong slot when Dave says "crossroads ahead" while I'm concentrating on speed tables. I'm studying the map thinking there isn't crossroads on this road when I suddenly realise I'm looking at the wrong road, one we used about 5 miles earlier – "left" I shout just as we arrive at the junction and Dave wrestles the car into the road, that was close. The speed changes followed the same format as on the first section and very cleverly thought out they were too, but with no further hiccups we finished without any drama.

Just a short run to the finish pub the other side of the A14 at Great Blakenham, and Paul soon produced the results which showed we were second to Rachel Vestey and Owen Turner who dropped 19 seconds and we dropped 41, so very pleased.

AMSC plan to run a summer series next year from April to October and I would recommend them to anyone remotely interested in road rallies. Dave will tell you that these Regularities are not like touring assemblies and require some spirited and accurate driving to stay in contention.

ID

And a few words from the right hand seat: proof that it's never too late to try something different and that men can actually multi-task, with the set up in the Golf my contribution was to drive the car while reading out the tenths from the trip with the occasional reach through the wheel to re-set. The trial run on Friday demonstrated that it would be a challenge, and it was. The event itself went well, worries about other traffic disrupting our run being unfounded as we saw very little, an encounter with a horse and rider the most significant, a good way to spend a sunny Sunday morning, definitely one for the bucketlist.

Obviously to achieve a decent result you need all the bells and whistles, an accurate calibratable multi-function trip, clock, stopwatch, speed tables plus the usual 12 car odds and sods. BUT as I see it there are four options for this pre-plot format: 1) forget about the timing simply drive the route 2) forget about the speed changes, pick an average speed, say 25mph, and drive the route using speed tables, car trip and stop watch 3) drive the route with the speed changes using speed tables, car trip, clock and stop watch (plus a sheet of paper and a pencil for the cumulative distance – gives the nav something to do) 4) do it properly with the nav working all the gizmos leaving the driver to simply drive the car. Our version of option 3 was a Brantz clock / stopwatch plugged into the lighter and the miniscule car trip, challenging but good fun, as with most motor sport if you can get round the route without a wrong slot you usually end up with a decent result. Whichever option is selected it is all really good practice.

And the view from the organisers bench: bit of a no-brainer, same permit as a 12 car, no start venue costs, no finish venue costs (fine weather helped), 8 timing points covered by 4 marshals, course opener, course closer, NO CODE BOARDS, half the length of a 12 car and 15 minutes lateness helps marshal management.

DB

The Oulton Park Experience

Chloe Hewitt

Thursday night we left for Oulton Park, unfortunately the lorry didn't have an MOT so therefore we took both the Land Rover full to the brim of fuel, wheels and food. However due to the lack of space and Mum not wanting to drive four and a half hours, I also was to make the drive in my yellow peril. We had driven around three and a half hours before we hit road troubles on the M6. Sending us the long way around. The diversion took us another three hours, so we didn't reach the race track until two o'clock on Friday morning, we were then up again at half six to get ready for testing all day Friday.

This weekend held huge changes, we visited Oulton Park for the first time, we joined the race team RTS, we didn't have our mechanic Dale joining us. But the main change was the weather conditions. We tested all day Friday for the first time in constant heavy rain, the issue occurred when the Open class cars were sent out on a controlled tyre which, is a near slick, when everyone else on track were on full wets, therefore due to having to learn the track and adapt to the changing conditions lap after lap, we didn't show a lot of pace. For the final session of the day the track dried out rather quickly. I came into the first corner on the last lap of the session; on the wrong line transferring between the wetter and the dry line. The mistake that I made sent me off towards the inside of the corner however; I over corrected myself and ended up with a heavy impact into the armco on the outside of the corner. After assessing the damage, myself, I then made the decision to drive the car back to the pit lane following the flatbed truck, as the damage looked to be mainly cosmetic. As I wouldn't have another chance to drive the car until qualifying on Saturday morning, I wanted to drive the car to see if there was any damage to the steering or any noises that had appeared.

The team worked for hours stitching the front bumper back together on the near side with cable ties, then covering the damaged area with black tape. The morning brought the daylight with it, allowing Marcus (the sticker guy) to get to work with the white tape, as he tried to match the zebra print that was originally there. Allowing nobody to notice the difference.

The rain started again during the night and didn't let up. I have never seen it so bad. Therefore, meaning that qualifying wasn't just wet, it was near on a river. I couldn't work out where everyone else's grip was coming from, as I wasn't going slow but was a lot further behind on pace. I felt very unsettled as I was locking front wheels when braking and wheel spinning when the turbo was kicking in, on acceleration. I was really trying but just wasn't on terms with anyone.

After the accident at Brands Hatch the start procedure was reverted back to having a ten second gap between the back of the open class and the start of the cooper class. However, I qualified near the back of my grid so was unable to see the five second board. I was then not ready when the lights came on for the start of the race. I got a bad start but the car in front of me had an even worse start as I had to make a dart to the inside of the almost stationary car. I had the last car on the open class grid come along side me before the first corner followed by the car that hadn't got off the line. Showing me that I need to trust the car and the tyres more on the first lap. However due to one of the cooper S class cars losing it on the way out of the first corner and hitting the lead open class car. There was a huge pile up, that I was fortunately able to avoid only by taking action on the grass, on the outside of the corner, still in fear after my accident there the day before, fortunately I saw the accident so far back that I had time to slow

the car down a reasonable amount before doing so, also avoiding running in the back of the car in front of me. By the second corner the race had been red flagged therefore, everybody had backed off, they sent us back to the grid to be re gridded. However out of the first fifteen cars only seven returned to the grid. After a few minutes sat on the grid they called the race, as the clean-up time was taking so long, there would be no time left in the schedule for racing.

There was then a huge rush, to get my team mate Richards car, back to the grid for the rerun of race one. I vaguely remember having to jump around in the back of his car with three others to try and straighten it enough to go back out again.

Race one rerun. The race started; I got away better than the last start. As due to missing cars, I was able to see the start line marshal therefore, was ready for the start. The race got underway and due to this being the first time having driven this circuit in the dry I was very tentative on the opening lap losing touch with the cars in front. However, due to a heavy vibration on the front near corner and the steering wheel pointing 45 degrees to the left, I was forced to pit on the fourth lap of the race. I thought that the wheel had come loose and was close to coming off therefore, for safety reason I felt that the best thing to do was pit. Although, the lads quickly jacked the car up made sure everything was tight still and sent me out to join the race alongside another open class car that had also pitted at the same time. After having to pit and then latching on to the back of the other car, I was able to set my quickest lap of the race at a 2:09 and was therefore, by far the quickest time I had set over the weekend. Even after stopping in the pits I finished 5th in class and was drawn on reverse grid pole for the final race of the day. If it was to run anyway (due to timing issues).

The final race did in fact run but due to the amount of accidents and clean up time, the race was cut down from twenty minutes to twelve minutes therefore giving us a five lap race rather than a seven lap race. The marshals waved me up to the grid slot. The green flag lap started, as the temperature had dropped off I had to get a lot more heat into the tyres so that I should be able to trust them, as I am still finding the boundary on the opening lap. I came up through the dip before parking in my grid slot on the grid at the head of the open class. The five second board. The lights. Go! I got my best get away so far, I caught the back of the Cooper S grid and got slightly held up, before having the chance to dart to the inside of the circuit I has two cars come down the inside of me before the first corner. Again I just need the confidence on cold tyres. I had one other come past me on the run through Cascades. I was on a mission I wasn't going to let anyone else through. On the second lap however, there was a safety car due to one of the coopers going off into the gravel at Cascades. Bunching the field up. Safety car in. we're off again. The more experienced drivers pulled away from me and other novices at the back of the field, then I found my stride. I pulled a gap on them; each lap the gap stretched. I took two seconds off of my fastest lap from the previous race. Therefore, when I pulled in everyone cheered as I approached the fence in the parc ferme area. A good race for RTS, Richard 2nd and me 4th in open class in the final race and Sam the final team member 3rd in the cooper class.

So overall not a bad weekend. Everyone learnt a lot, I know by far I learnt the most on and off track. It was amazing to meet and see some of the people that have started to follow me already, in my short racing career.

Let's get ready for Cadwell, on the 3rd of September!

Check out the Oulton Park coverage on Motors TV over the course of this week.

12 Car Championship

2016 / 2017 Provisional Calendar

Round 1 P & H Novice	Fri 21st Oct 2016	David Leckie
March Hare	Fri 18th Nov 2016	KLDMC
Round 2 Waveney Mushrooms	Fri 25th Nov 2016	David Mann & Robert Aldous
20 / 20	Sat 14th Jan 2017	AMSC
Round 3 B & H	Fri 27th Jan 2017	Howard Joynt & Bernie Fox
Round 4 Canada Garage Motorsport	Fri 24th Feb 2017	Mark & Lorraine Annison
Round 5 Lyng Garage	Fri 31st Mar 2017	Jonathan Stimpson

The 2016 / 2017 12 Car Championship season kicks off with the P & H Novice

Just the 5 rounds this season

Gordon Shipley is the new coordinator

01328 829 948

07901 906 777

gordon.shipley2719@gmail.com

Competitors please make sure the organisers have your fully completed entry form (including payment) in good time

Beginners requiring marked map(s) please make sure the organisers have your map(s) in good time

Marshals it would really help if you could contact the organiser well before the event to let them know you would like to help

Organising an event is not rocket science BUT it does take a lot of time and anything that can help minimise the blue-bottomed fly impersonation at signing on will be very much appreciated by all concerned!

Marking up maps, shuffling marshals, collecting entry forms and payments should not be happening on the night of the event

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	20th August	Debden	WSMC / WAC
5	9th October	Sculthorpe	KLDMC
6	6 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

Lyng Garage Trial



Sunday 13th November 2016

Cadder's Hill, Lyng

Round 4 of the 2016 / 2017 AMSC Trials Challenge

The annual plea to club members for support on one of the few remaining events organised by the club and a chance to showcase the club on a regional championship

Marshals: no experience necessary, no timing involved, mostly observing with the occasional bit of pushing, it will be wet and cold and there will only be limited facilities but there will be toilets and refreshments

Competitors: two person team (driver and bouncer), drive up a steep slippery nadgery hill through some 'gates', the further up you get the less points you score, the winner is the driver with the lowest score at the end of the day

Cars: most of the cars featured in event photos are specials, main reason being that they are the more photogenic, 4 classes with classes 2, 3 & 4 made up of specialised cars driven by experienced crews but class 1 is aimed at the lesser experienced crews in their 'shopping cars', these cars must be 2wd, driven to the event and registered after 31-12-97, most of the class 2 cars resemble standard production cars but appearances can be deceiving, it would be misleading to say that trialing is non-damaging so not one for your pride and joy, expect scratches and some trim loss

For further information:

CoC
Secretary

David Leckie
David Bell

dleckie@tiscali.co.uk
percy@sccon.co.uk

**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

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Jack Sears

1930 - 2016



Club Vice President Jack Sears, the winner of the inaugural British Touring Car Championship, has died at the age of 86. Erudite, eloquent and elegant, Jack was one of Britain's most talented and versatile racers during the 1950s and early '60s. Always smartly dressed and scrupulously polite, with his mellow voice, he was universally known as 'Gentleman Jack'.



Jack Sears won the 1958 BTCC title, then known as the British Saloon Car Championship, by beating Tommy Sopwith in a head-to-head shoot-out. After the final race of the championship at Brands Hatch, Jack and Tommy had each won their class nine times, Jack in his lightened Austin Westminster A105 and Tommy in a 3.4 litre Jaguar Mk1 and they were tied on points. To resolve the tie, two identical rally-prepared Riley 1.5's were provided for a pair of 5-lap races with the tying drivers exchanging cars

after the first race. Tommy won the first race by 1.0 seconds and Jack won the second rain-lashed race by 1.6 seconds, and he liked to say that he therefore won the championship by just 0.6 of a second. Jack took a second British saloon racing crown in 1963, this time battling for wins in Ford Cortinas and the mighty seven-litre Ford Galaxie. At SCCON's 50th Anniversary Dinner Dance at the Assembly House in Norwich, Jack gave a speech in which he described how, during his first race in the big American Ford at Silverstone, he'd made an indifferent start but used its immense power to take the lead along the Hangar Straight. He then had to decide how much he dared trust the Ford's mediocre brakes when he got to Stowe Corner! They were obviously good enough and Jack won the race. It was Sears' success with that car that ended Jaguar's run as the benchmark saloon racing tin-top.

Born into a well-to-do family, his grandfather had trained as a cobbler and developed his business into a mass-production enterprise that absorbed the Freeman Hardy Willis nationwide chain of shoe shops. Jack's father Stanley Sears had raced at Brooklands and had entered the RAC Rally several times in the 1930's in Bentley and Rolls Royce cars. Jack shared his Dad's passion for cars from an early age and he first competed in 1950 in Veteran Car Club rallies, then in 1951 he entered the 6-day-long Daily Express National Motor Rally in his supercharged MGTC. This was a huge event with 450 cars entered and Jack finished third in his class. He made his motor racing debut in the same MG at a British Automobile Racing Club Members' Meeting at Goodwood.



Jack joined the Sporting Car Club of Norfolk in 1954, competing in our club's Ten Test Rally on 23-24th October that year. He finished 8th overall and won his class in a Jaguar XK120 fixed head coupe. Jack was navigated on this event by his wife Cicely with their dachshund Max as a passenger.

Through the 1950's Jack raced, rallied and sprinted often, excelling in his father's 1914 TT Sunbeam, but he sprang to prominence driving Brian Lister's sports cars made in Cambridge. He raced single-seaters twice, finishing third in a Formula 2 Cooper at Crystal Palace in 1960.

As well as his touring car successes, Sears was a top GT driver. He drove AC Cobras for John Willment, winning the final Autosport 3 Hour Race at Snetterton in 1964 with the team's new coupe in very difficult driving conditions. Having made his debut in the

Le Mans 24 Hour Race in 1960 sharing a works Austin-Healey 3000 with Peter Riley, Jack's first international race in a Ferrari was at Le Mans in 1963. He and Mike Salmon he finished a class-winning fifth overall in their Ferrari 330 LMB. As a (Ford-contracted) Shelby American team driver he won the big GT class again in 1965, driving an A.C. Cobra Daytona Coupe with the American Dick Thompson.

Sears gained notoriety for exceeding 180mph on the M1 an A.C. Cobra Coupe while testing prior to the 1964 Le Mans race. The run took place at early dawn when the M1 was empty of other traffic and wasn't illegal because there was no motorway speed limit at the time but it still caused quite a scandal when the national daily papers ran the story. That test run has sometimes, erroneously, been cited as the cause of the subsequent 70mph speed limit but Jack always refuted this as the new law wasn't enacted until two years later.

Jack Sears raced works Lotus Cortinas in 1965, winning the Nurburgring 6 Hour race with his pal Sir John Whitmore, but he retired from motor sport following an enormous testing accident in a Lotus 40 sports car at Silverstone in September that year. He was fortunate to survive and his recovery took a year, by which time Jack had resolved to concentrate on farming in Norfolk and on the administrative side of motor racing.

Still enthusiastic about motor sport, Jack undertook a full reconnaissance for the route of the 1968 London-to-Sydney Marathon car rally and soon afterwards he became a member of both the Race and Competitions Committees of the RAC and sat on the Council of the British Racing Drivers Club. He was also a director of Silverstone Motor Racing Circuit, with keen interest in ensuring the commercial success of Silverstone.

In later years Jack appeared at many motoring events including SCCON's 60th anniversary celebrations at Kimberley Hall that he described as "a joy for me to meet so many old SCCON friends" and he has been a regular at the start of our Midsummer Classic Car Runs.



The Sporting Car Club of Norfolk sends its sincere condolences to Jack's wife Diana and to all his family, and his many friends and colleagues.

Peter Riddle

Charles Cowlin

1924 - 2016



Charles Cowlin, one of the eight founder members who established The Sporting Car Club of Norfolk in early 1951, has died in Hastings at the age of 92. He outlived the other founder members, so his passing means the loss of our final link to the very early days of the club when the excitement and fun of motor sport was being rekindled after petrol rationing ended in 1950.

I never met Charles but made contact with him five years ago while I was organising SCCoN's 60th Anniversary celebration event at Kimberley Hall, and I had many phone conversations with him at that time. He was keen to help SCCoN as much as he could telling many anecdotes and sending me three separate packages of documents and photos that were invaluable to me as I recorded the first few years of SCCoN's history within the programme brochure for that event.

Born in Liverpool, Charles gained an engineering degree from Cambridge University and during his early career worked in the City Engineer's department at Norwich City Hall. Following the east coast floods of 1953, he was seconded to Great Yarmouth where he repaired many pumping stations that had been put out of action by the flooding. Later in 1953, Charles left Norwich and moved to Leicester where he joined the British Automobile Racing Club and from where he competed on rallies organised by Kings Lynn and District Motor Club. He particularly liked their Hunstanton Rally (that concluded with driving tests on the seafront) because he was able to reacquaint himself with his old SCCoN pals who were also competing. In later life, Charles moved to East Sussex and worked for Hastings Borough Council. He had a successful career in Hastings, being appointed to the position of Borough Engineer and then being promoted to Chief Executive of the council, a role he held until his retirement.

Soon after SCCoN began, Charles entered his first motor sport event, the 1951 Daily Express National Motor Rally, as navigator for John Olorenshaw (another founder member of SCCoN) in John's Sunbeam Talbot 90, a works-built rally car that John and Charles collected from the factory in Ryton. This rally, run by the Motor Cycling Club, had eight starting points, lasted for 3 days of competition driving and featured a Concours d' Elegance on the 4th day. An astonishing 700 cars entered which the organisers had to limit and they accepted "only" 450. John and Charles started from Norwich on a 1000 mile route that took them through the Lake District and mid-Wales before finishing (coincidentally) in Hastings. The road sections were set at challenging average speeds and at the finish there were driving tests against the clock along the promenade. One of the other entries was Jack Sears driving his MG TC. Jack, who would later become a Vice President of SCCoN, sadly passed away the day before Charles died.



Charles Cowlin (driving) with Desmond Crawford before the start of the 1953 London Rally

Charles entered this event again in 1952, but driving this time in his own MG TD with his brother Geoff navigating. On that occasion, the rally finished on Brighton's Marina Drive. The top prize was £50 and the rally was so big that the celebratory dinner at the finish was held in two different hotels on two separate evenings! He entered the 1953 London Rally (a non-stop 24-hour event) with another SCCoN founder member Desmond Crawford as his co-driver. The big rallies at that time involved driving overnight with little time for rest and Charles said he was always "thoroughly worn out" at the finish. SCCoN crews didn't win any awards, but they always achieved creditable finishing positions.

After the club's 60th Anniversary event I kept in touch with Charles and spoke with him a few more times to keep him abreast of the club's activities. He remembered borrowing Stanley Boshier's Jaguar XK120 at Snetterton Airfield where he enjoyed exceeding 100 mph by a considerable margin! He also told me that he'd driven his MGA at well over 100mph on the M1 soon after it opened, which was a perfectly legal speed in 1959.

Charles' passing marks the end of an era for our club and the management team and members of SCCoN wish to express their gratitude to all the founder members of the club. The Sporting Car Club of Norfolk sends its sincere condolences to Charles' daughter Johanna and to all his family and friends.

Peter Riddle