

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

October 2016

Charity Night at Caistor Hall Hotel

Saturday 12th November 2016
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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Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Chief Marshal

Social Secretary

Membership Secretary

Child Protection

Web

Company Secretary

Committee Members

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

[Lyng Garage Trial
Regs & Entry Form](#)

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 20th October for the next Natter & Noggin

Diary Dates

Wednesday 5th October
Management Meeting

Thursday 20th October
Club night at the White Horse,
Trowse

Sunday 23rd October
Debden AutoSOLO
West Suffolk Motorsport Club
2016 AMSC AutoSOLO
Challenge Round 6

Wednesday 2nd November
Management Meeting

Sunday 6th November
Wethersfield Targa
Chelmsford Motor Club
2016 AMSC Targa
Challenge Round 6

Sunday 13th November
Lyng Trial
2016 / 2017 AMSC Trials
Challenge Round 4

Saturday 19th November
Debden Targa
Wickford Auto Club
2016 AMSC Targa
Challenge Round 4
NEW DATE

Friday 25th November
12 Car Round 2
Waveney Mushrooms

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 23rd October
Debden AutoSOLO
Carver Barracks
nr Debden

Sunday 6th November
Wethersfield Targa
MDPGA Wethersfield
nr Braintree

Sunday 13th November
Lyng Trial
nr Dereham

Friday 18th November
March Hare

Saturday 19th November
Debden Targa
Carver Barracks
nr Saffron Walden

Friday 25th November
12 Car Round 2
Waveney Mushrooms

P & H Novice
12 Car

Friday
21st October

POSTPONED

Will be re-scheduled

www.wsscoun.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 21st 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's Chat October 2016

I am sorry but I must start with some more bad news this month

On Friday 7th we lost another club member and friend Chris More, he had been battling illness for a number of years. There is a tribute to him in this newsletter.

My / our thoughts go out to Pat his partner and Jonathan his son and his family.

As it is October Christine and I must be in Mull, and we are. This year it is very different as we will not be taking part in the event. We will probably be marshalling on a couple of stages and servicing as and when we are needed. This all sounds a bit strange as I write this month's instalment it is a full three days before the start of the 2016 Mull Rally and our plans are not plans as yet. See next month's newsletter

I think Christine and I have only been out marshalling on one event this month, that was the Eastern Counties MC AutoSOLO at Wethersfield. With a full entry it was going to be a busy day, Ian Rowles planned four test sites which worked very well. The tests were made simpler and possibly a little shorter with a running time of around 50-55 seconds, which all seemed to work very well. Detailed results can be found on the AMSC web pages.

At the moment SCCoN does not seem to have many if any entries for this type of event, why?

These are a non-damaging competition for the cars, sometimes the pride of the entrants might be damaged should they get the tests wrong. As a new entrant you might be nervous I understand but there are quite a number of our friends who will help you and give you guidance on how to get the best from the day. So when the series starts again in 2017 give it a go, we have proven you can use nearly any make or model of car so there should not be any excuses.

Take some time to check out the event diary, lots of events to try and come and help on as a marshal, not done it before our advice is free. All the management are only too willing to help you

Below are the details of a charity event being organised by our very own Pat Ward, he needs our support to make this a big success for the charities supported by this event, we will be giving to charity while enjoying the night. Where else can you have a night out for £15.00 per head. We will be presenting the clubs competition awards too.

Charity Night

Saturday 12th November 2016
19:30 to 23:00

Supporting [BIG C](#), [East Anglian Air Ambulance](#) and [Prostrate Cancer UK](#).

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.

You can pay by BACS or card to the following 3-C's charity account set up for the event:

Sort code: 20-99-08
Account no: 23850498

Please contact Pat Ward:

Email: pward23@sky.com
Text: 07880 703 568

and tell him the address for your wristbands to be sent to and which charity you wish to support





*"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: Lyng Garage Trial, Waveney Mushrooms 12 Car

Other clubs:

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

March Hare 12 Car on Friday 18th November organised by King's Lynn & District Motor Club

Debden Targa on Saturday 19th November based at Carver Barracks (nr Saffron Walden) organised by Wickford Auto Club and West Suffolk Motorsport Club – NEW DATE

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)



The Preston

Saturday 3rd December 2016 – Sunday 4th December 2016

Marshals MUST register on the CMC website

Percy's Progress

Step four of the rehabilitation saw the team trek south south west for the Mercian, 150 miles of Warwickshire lanes (maps 151 & 152) starting at Southam Tyres in (unsurprisingly) Southam and finishing at a rather pungently located pub between Southam and Banbury. No major repairs required after the Beaver, apart from replacing a crumpled bit of exhaust (careless reversing looking for a board), just a bit of pampering from Rob Kitchen at Norfolk Classic & Sports Cars (although perhaps he also had a hand in fixing my door so that it actually closed). This has always been an event that has been good to me in the past (5 attempts and 5 different drivers). It was always 100% reasonably challenging plot & bash, but, thanks to David Mann, a look at last year's navigation promised straight forward mainly tulip plot & bash.

Running at car 10 out of 40 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 John Peterson running at car 11 and also one of my 'other' drivers (but not from a Mercian) Geoff Goodwin running at car 30 with a very inexperienced navigator. Format of the event was two time cards and two runs at an airfield test in the first half and three time cards in the second half. The competitive sections were a mix of standard timed to the minute and regularity timed to the second. The time cards were excellent, summer format (same as a club 12 car) with numbered spaces for the code boards (3 large letters – admittedly parallel to the road hidden behind a C board but easy to spot and read), they had to be recorded in ink which is always a challenge on a plot & bash event but not a show stopper.

The evening turned out very well for us, but it could have been oh-so different! The route followed a fairly predictable path with a clockwise loop to the east of Southam for the first half, two goes at a relatively short but very well laid out test at the interestingly named Hinton-in-the-Hedges Airfield (didn't think hedges and aeroplanes were a good mix), petrol in Banbury, finished off with another clockwise loop to the west of Banbury.

Handout 1 at MTC1 for the run out, first standard (timed to the minute) and first regularity (timed to the second) to RTC4. The handout also had the route from the tests to MTC2 (petrol) plus re-join points for collecting the other first half handouts. As promised a straight forward array of in order tulips with the odd NAM grid reference (interesting combination of triangles, lay-bys and farm yards). Very Novice friendly, experts probably had the route to RTC4 plotted on the run out but with a queue at TTC2 absolutely no reason why all crews could not have the route down before leaving TTC2. We caught car 9 towards the end of the first standard section but I managed to convince Hugh to back off as I was expecting to clean the standard sections as they would probably be timed at a very MSA friendly 30mph. I also expected the regularities to be timed at 30mph but was not expecting to clean them, how could that be you ask, well that will be one for later! The regularity included the very fast and relatively smooth Willoughby white which we managed OK but cars 11 to 20 were not so lucky suffering hassle from a local in a transit. Sure enough, over 1 minute dropped at the iRTC.

Handout 2 at RTC4 to STC5. Bit technical now, time make up is NOT allowed at Neutral (NTC) or Regularity (RTC) controls – no matter what your driver thinks! Time make up is allowed at Standard (STC) and Transport (TTC) controls. Time can be dropped penalty free at NTC and TTC controls BUT any time dropped at STC or RTC controls is penalised. On this event if you were early at an Intermediate Regularity (iRTC) you were allowed to wait in the control for your

time BUT on other events, unless the organisers really understand what they are doing as Regularities do not really fit into the Scheduled Timing model, clocking in early at an iRTC is something to be avoided at all costs. This timing resume would have been of interest to cars 11 to 20 who were stuck behind the white van and probably all arrived at the iRTC at the 'same' time. Due time at RTC4 would then almost certainly be the same minute for all 9 cars, bit hard on the marshal but still not a real issue. If the next section had been a regularity then things would have gone pear-shaped very quickly but fortunately the next three controls were STCs followed by a TTC so things should have sorted themselves out by TTC8. Leaving a control in a bunch, things aren't too bad for the lead car but tail end Charlie's bad night just gets worse and worse at any manned PCs or NAMs.

Handout 3 at STC5 to TTC8. First mistake of the night at STC6, well actually two, not sure what happened, it is all still a mystery to me. Followed car 9 into STC6 and then very carelessly left without a signature, we weren't in a rush but my mind was obviously elsewhere as I was even more confused when the marshal had no handout for me! By the time I had sorted myself out we had missed a tricky slot left onto a white, never mind the missing signature if this had been a timed to the second section we wasted well over a minute reversing back to find the slot. Fortunately timed to the minute and with a fired up Hugh we still easily cleaned the section joining cars 8 & 9 in the queue at STC7. Transport section and it was here I spotted the missing signature. Hugh was all for filling in the signature, I went for the higher moral ground and insisted that we would be on the check sheet so we would leave it up to the Clerk of the Course at the end. Altering a Time Card is exclusion, missed signature is 30 minutes.

Handout 4 at TTC8 (back on our scheduled minute) to RTC10, two regularity sections, again usual route criss-crossing the join between 151 & 152. CRO for these two, no problems apart from leaving RTC9 on the same minute as car 9. As explained earlier crews have no option for minute management at an RTC, Hugh was all for pushing to the front of the queue but I reckoned that it would be safer following a very local crew with the first two junctions NAMs on the map split followed by a third crossing that may or may not be a junction. Followed them for a couple of miles and then the wider 'Welsh Road' gave us an opportunity to pass. Surprise, surprise everyone dropped time at the two iRTCs, how do the organisers do it?

Handout 5 at RTC10 to STC12. Left RTC10 at the head of a convoy and were quite lucky to get the first junction as a slot right appeared before it should have done, discovered that the handbrake works well on right handers but is absolutely useless on left handers!

Handout 6 at STC12 to STC14 and the tests. On our own out of STC12 and time for the second mistake of the night. Missed the hard to spot slot right off the B4625 even though I know 'exactly' where it is, car 8 obviously missed it by a lot more and we sneaked past as they missed it for a second time. Again if this had been a regularity that would have been another minute dropped. Car 8 got his own back as Hugh totally screwed up the hairpin left at the NAM Andy Manston had picked for a photo spot. Car 9 had obviously made a better fist of the tricky slot as they were waiting in the queue for the test when we arrived. Test, run twice, went OK but no improvement on the second run following an early overshoot at the first split. Onto petrol in Banbury with a missing course opener (holed sump) and no marshal at MTC3.

Handout 7 at TTC16 to RTC19, three regularity sections including some whites. Back on our scheduled minute for the start of a long section to RTC17. Not sure where we got past car 9 but

I don't remember being held up anywhere. New white, to me, through Fulling Mill Fm onto a rather rough Madston Hill white (rough enough to claim a red MG bumper). From RTC17 more familiar territory including the very rough Berryfield Fm white as we circled Hook Norton. From RTC18 Belle Isle Fm white, Traitor's Ford and then a new 'competitive' bit for me although it was a section inadvertently taken on an earlier event which seriously dented what would have been a very good result with Ian Beech in his Micra. Everything was well in the office, both enjoying ourselves.

Handout 8 at RTC19 to NTC23, three standard sections and a neutral. I think we left RTC19 on our own but were heading a convoy at STC20 and STC21 as I managed our minute to start first on the road and confident enough to let Hugh sort out crews selecting to start on our minute. A mix up with a marshal saw us leave STC22 on the same minute as car 5 (Subaru Impreza) but sorted ourselves out at NTC23.

Final handout at NTC23 to RTC26, three regularities but CRO. Everything went well with us running on the minute behind car 5 and possibly Hugh's highlight of the night was taking 40 seconds out of the Subaru on the final regularity. On the final regularity we were very grateful to the marshal at PCZZ for the warning about the bridge and bend and the organisers for cautioning the final 45R over bridge into 90L.

Short run to the pub and a relatively short wait for a decent breakfast. Following his car problems earlier in the event there was no clerk of the course at the finish so the initial results had us 18th o/a on a penalty around 48 minutes. I never look at results until they are provisional and then only if I have a record of what our times should be. No record so I just waited for the clerk to turn. Hugh was getting twitchy as he had us 3rd o/a without the missing signature penalty and he was adamant that I should have just filled in the signature. There was also the white van issue to be sorted. From my previous visits to the Mercian I have always found the senior officials very reasonable and flexible so I was hoping we would be OK once the check sheets came in. However, we had both had a good night and with no Championship points at stake I was happy to accept whatever was decided. Now at this point I can name at least four events where I am certain my penalty would have stood and nothing would have been done about the white van issues. One of these organising teams is on the MSA naughty step, one of them I will not run on an event organised by them and the other two no longer run an event.

Bob Budd eventually turned up, sat in judgement and all was well, although I did hear the results man trying to get the penalty to stand, not sure whether he was serious or having a jest as he knew I was sitting in earshot and we do go back quite a way. The penalty was scrubbed, Hugh was a happy chappy, I was a relieved chappy and we had an unexpected 'Brucie Bonus' with the scrapping of the white van section ending up 2nd o/a. Martin Betts and Gary Evans were in a class of their own winning by over 3 minutes but then it was very close with 2nd to 8th covered by 90 seconds. Looking at the results we had a good night, running consistently in the top 5 on the droppers. John & Ian did not have such a good night, first car to meet the white fan and then an early bath with broken suspension on one of the latter sections

Watch this space after the next event in the comeback, it was to be the Dansport in November but the Wickford Targa has been re-arranged with me in the results hut so it may well be The Preston! We do have an entry for the resurrected Carpetbagger in January.



Cadwell Park

We turned up to Cadwell Park on Thursday night. The car was under the awning, as usual however, as I walked around the corner to see it; the bonnet was mangled, it turns out that between when I saw the car on Tuesday and that night, during the car shake down, the bonnet had flipped open due to the bonnet latches shearing off and the bonnet had flipped up. Denting the bonnet in multiple places, it flipped up at low speed therefore not smashing the windscreen or hitting the roof. Fortunately for us.

Anyway, the Friday test day held six half hour sessions. The day started out wet and got dryer, the lap was very undulating, however the circuit was amazing to drive. The lap times came down each lap that I did. In the fifth session I did a personal best time of a 1.47 minute, before putting a wheel on the grass before gooseneck sending me into a spin. Heading backwards towards the wall, dragging the front bumper and splitter off. Then hitting the tyre wall backwards followed by sideways damaging the rear end with the heavier impact. Which put an end to the day.

The lads got the car fixed on the Friday night ready for qualifying on the Saturday morning. The car ran like a dream. It was a dry qualifying, but due to hesitating up where I went off the day before, I was off the pace by around 3 seconds.

Race one was very tough, it was held in dreadful conditions, the heavy rain created a very slippery surface, therefore allowing the more experienced drivers to excel in the worsening conditions. We got to the second lap where one of the Cooper S cars on the first grid went off causing a red flag, which sent us back to the grid for a restart. We had a 10 second delay between the Cooper S class start and the start of the Open class. There wasn't a lot of action in this race for me as the task was to keep the car on the circuit and get the points required to put me currently 5th in the championship after finishing 5th in the first race.

The second race held a lot more action as the heavens continued to open. The track had become an absolute river across several parts of the circuit. The cars were aquaplaning throughout the lap. The worst place was across the start finish straight, where it was waterlogged. They held our race for 15 minutes while they assessed whether the track was safe to let our class run, as we run on a semi slick. There were larger risks and fears for our class especially. However, they let us run. But due to being the last race of the weekend, we ran a reverse grid and for the third time this year I was drawn on pole. I got away well and due to the fact that I was starting on the inside and not on the racing line; where all the standing water was, after getting away well initially I hit the puddles and got wheel spin in second gear. Letting three others come past before the first corner, as I was off line into the first corner, through deeper standing water. After a few laps the leading two in the class had a coming together, through the standing water on the start finish straight that took them both off. As they touched before the first corner sending the car on the inside into the wall ripping off the whole front near corner of the car. Allowing me to finish 4th and gaining valuable points before Snetterton, and the last round of the championship. We currently lie 5th in the championship less than ten points behind, 4th in the championship.

We therefore wanted to be prepared for the final round at Snetterton, so we went on Tuesday afternoon and did a few laps, improving my confidence and pace with every lap. The whole team are looking forward to this event as it is our home event, which should also suit our cars very well. Snetterton is on the 29th and 30th of October.



12 Car Championship

2016 / 2017 Provisional Calendar

Round 1 P & H Novice	?	David Leckie
March Hare	Fri 18 th Nov 2016	KLDMC
Round 2 Waveney Mushrooms	Fri 25 th Nov 2016	David Mann & Robert Aldous
20 / 20	Sat 7 th Jan 2017	AMSC
Round 3 B & H	Fri 27 th Jan 2017	Howard Joynt & Bernie Fox
Round 4 Canada Garage Motorsport	Fri 24 th Feb 2017	Mark & Lorraine Annison
Round 5 Lyng Garage	Fri 31 st 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
5	9th October	Sculthorpe	KLDMC
6	6 th November	Wethersfield	CMC
4	19 th November	Debden	WSMC / WAC

CCC Cambridge Car Club **CMC** Chelmsford Motor Club **ECMC** Eastern Counties Motor Club
FMC Falcon Motor Club **GBMC** Green Belt Motor Club
MCAC Middlesex County Automobile 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

ENTRIES NOW OPEN

MARSHALS NEEDED URGENTLY

Sunday 13th November sees the Club return to Lyng for our turn to organise a Trial as part of the AMSC Challenge. This has always been a popular Club Event, but its inclusion in the Championship has potentially tripled the number of participants that we get. This is great, but also highlights a basic problem, we need more Marshals to ensure it all runs smoothly.

This is where you come in, it doesn't matter if you haven't been before, or it "isn't your thing", there will be more experienced Club Members on hand to show you the ropes, and basically the Club just needs your support.

Please get in touch on 07917 060052 or howardjoynt@googlemail.com as soon as possible so that the organising team have one less thing to worry about!

Thank You, Howard

**Hayley Moss
Singer**

**Caistor Hall
Hotel**

12th November



**Charity Event
Tickets £15**

Tel: 07880703568

**Disco Food inc
Wristband only**



Paul McIlroy/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 scatters	36 hours	£13.00
Classic rallies/trials	36 hours	£13.00
National A&B stage rallies	36 hours	£18.65
	48 hours	£22.80
	72 hours	£30.00
International UK Stage Rallies	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 388597 or email info@jelfmotorsport.com

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Chris More 1946 – 2016

Sadly we have to report the death of another long standing member of SCCON, this time one who was well known to many of us and was competing up until 2 years ago.

Chris had a varied and interesting life, he went into agriculture on leaving school, then into woodworking in Kings Lynn, he then progressed to become a housing officer for Breckland Council and subsequently Wherry Housing Association. He finally became self employed doing rally servicing, selling race/rally tyres and transporting race/rally/classic vehicles.

Chris became a member of SCCON in the early seventies whilst crewing and occasionally co-driving for his brother Tim who was, at the time, a well known road and stage rally driver.

He then brought his considerable knowledge and practical help to many roles within SCCON; he was always one of the first to volunteer as part of an event organising team as Chief Marshal and/or as Safety Officer, and often leading the SCCON team that manned start/finish controls on stage events throughout the Eastern Counties. He also marshalled on and organised many 12 Car rallies. Chris was present on many of the clubs trips to marshal on national and international rallies from the Tour of Britain in the seventies to radio crew on several RAC rallies and led or joined SCCON groups that marshalled or spectated in Yorkshire, Northumberland, The Lake District, Scotland, Wales and a particular favourite the Isle of Man where many a story was told with the odd pint in hand. Chris was to be found with convivial company living life and greatly enjoying all motor sport to the full.

He worked with others namely Peter Morris, the late Malcolm Watson and Julia Marcantonio to get the SCCON Classic up and running as an independent event after the demise of the Norwich Union Classic He continued to support the event as an entrant in later years but was not well enough to make it out this year. He was always helpful with sound advice

based on many years experience and an undying passion for the classic cars.

During this period Chris built up his own small eclectic collection of classics, a Sunbeam Talbot (with pinto engine)rally/track car, a Lotus Élan S4 (fondly called Fat Arse), a Ford Escort RS2000 droop snoot and his last project which was an MGB GT Sebring replica which sadly he was never able to drive. And of course who will forget his wonderful Mk1 Escort rally car he campaigned on many 12 Car rallies. This car for many evoked the sounds and sights of the classic rallying period which appealed to Chris greatly.

As a result of his passion for motor sport in general Chris has made annual pilgrimages with his son Jonathan to Le Mans and Nurburgring.

Chris was probably best known within the club for his participation in the 12 car series over the last fifteen years his reputation as an enthusiastic and thoroughly competitive driver who enjoyed the Friday night challenge are borne out by results with the many trophies still adorning his lounge for all to see, he competed over the years in all sorts of vehicles demonstrating that it does not need to be a thoroughbred rally car to be able to compete successfully. He campaigned cars as diverse as a diesel Escort Estate, an automatic Subaru Impreza estate, a Peugeot 205 gti and a 206gti, Ian Dobles road Saxo (pressed into service at the last minute due to mechanical problems) and of course the forementioned Mk1 Escort. He also enjoyed the company of a number of navigators such as Ian Doble, Simon Tebbut and David Smalley to name but a few and they will no doubt have tales to tell of Chris's press on driving style.

Chris was a man who believed in going out and enjoying all aspects of motor sport whether as a spectator, marshal, event official or competitor and has given and gained much pleasure from his life and association with it.

In the late nineties Chris's health suffered badly with asbestos related illness which limited his lung capacity considerably but despite this he continued to be available with his services.

His tragic passing from motor neurones disease has happened much quicker than he or his family and friends hoped for. He faced the disease

with the way that those who knew Chris well would expect, he wasn't going to give in easily and he retained his sense of humour to the end.

In compiling this brief look at Chris's life I have spoken to quite a few people who knew and were associated with him and all have tales to tell so instead of me trying to include them here what would be a fitting tribute would be if all of you could spare few minutes to write your own memories and we will include them in the next edition of Spotlight .

Finally our thoughts and best wishes go to his partner Pat who has looked after his so well during his illness and his children and grandchildren.

One more person to bear a thought for will be St Peter, let's hope he has the right time for Chris when he arrives at that final TC.

We will Miss You Chap

PW & PM