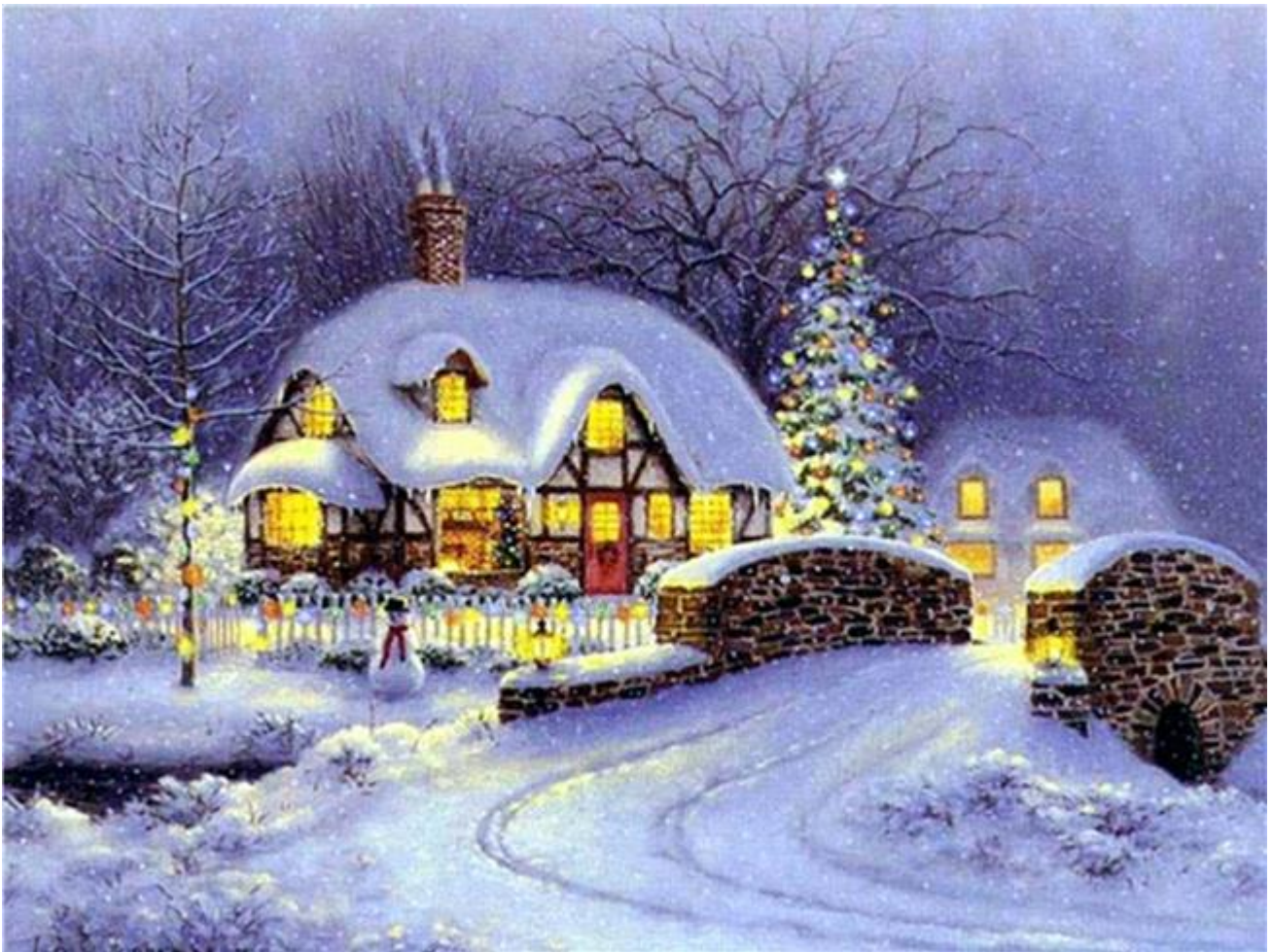


SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2016



**Merry Christmas and a
Happy New Year to all our
Members**

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

[P & H Novice 12 Car
Regs & Entry Form](#)

[Snetterton Grass PCA
Regs & Entry Form](#)

[AMSC Inter-club 20 / 20
Regs](#)

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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 December for the Christmas Natter & Noggin

Diary Dates

Wednesday 7th December
Management Meeting

Friday 9th December
12 Car Round 2
P & H Novice

Sunday 11th December
Snetterton Grass PCA

**Sunday 11th December
Lamarsh Trial
West Suffolk Motorsport Club
2016 / 2017 AMSC Trials
Challenge Round 5**

Thursday 15th December
Christmas Natter & Noggin at
the White Horse, Trowse

**Sunday 1st January
Seckford Hall Trial
Eastern Counties Motor Club
2016 / 2017 AMSC Trials
Challenge Round 6**

Wednesday 4th January
Management Meeting

Thursday 19th January
Natter & Noggin at the White
Horse, Trowse

**Sunday 22nd January
Harlton Trial
Cambridge Car Club
2016 / 2017 AMSC Trials
Challenge Round 7**

Marshalling

Marshal Points:

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

Friday 9th December
12 Car Round 2
Waveney Mushrooms

Sunday 11th December
Snetterton Grass PCA

Sunday 11th December
Lamarsh Trial
nr Sudbury

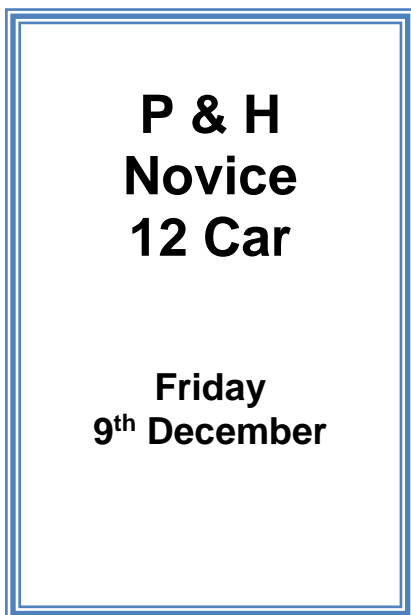
Sunday 1st January
Seckford Hall Trial
nr Ipswich

Saturday 7th January
AMSC Inter-club 20/20
Chelmsford Car Club

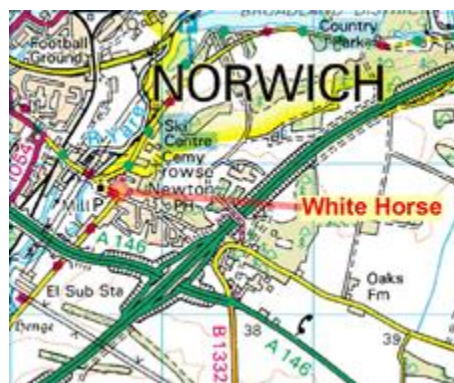
Sunday 22nd January
Harlton Trial
nr Cambridge

Friday 27th January
12 Car Round 3
B & H

Friday 24th February
12 Car Round 5
Canada Garage Motorsport



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



2016 Dates	Event	Champ.	Contact(s)
Friday 15 th January	12 Car	12 Car	Gordon & George Shipley
Thursday 21 st January	Club night		
Friday 5 th February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 19 th February	Club night		
Friday 26 th February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 17 th March	Club night		
Friday 18 th March	12 Car	12 Car	Jonathan Stimpson
Sunday 3 rd April	AutoSOLO		Martin Newson
Thursday 21 st April	Club night		
Wednesday 18 th May	AGM		David Leckie
Thursday 15 th June	Club night		
Sunday 19 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 21 st July	Club night		
Sunday 7 th August	Cromer Soapbox Derby		Lorraine Annison
Sunday 14 th August	AMSC 12 Car Regularity Run		Martin Newson
Thursday 18 th August	Club night		
Thursday 15 th September	Club night		
Thursday 20 th October	Club night		
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
Friday 9 th December	12 Car	12 Car	David Leckie
Sunday 11 th December	PCA		Howard Joynt
Thursday 15 th December	Christmas club night		Howard Joynt

2017 Dates	Event	Champ.	Contact(s)
Thursday 19 th January	Club night		
Friday 27 th January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 th February	Club night		
Friday 24 th February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 16 th March	Club night		
Friday 31 st March	12 Car	12 Car	Jonathan Stimpson
Thursday 20 th April	Club night		
Thursday 15 th June	Club night		
Sunday 25 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 20 th July	Club night		
Thursday 17 th August	Club night		
Thursday 21 st September	Club night		
Thursday 19 th October	Club night		
Thursday 16 th November	Club night		
Thursday 14 th December	Club night		

Marshals and entries wanted

**P & H Novice
12 Car**

**Snetterton Grass
Production Car Autotest**

Friday 9th December

Sunday 11th December

Support *your* club

Must be a better option than Christmas Shopping!

E d i t o r i a l C h a i r

**Here goes the last newsletter of 2016
It is the Christmas issue
(hopefully bigger and better than before)**



Let's start with the seasons greeting to you and your families, I hope that you have had a great year and are well and healthy looking forward to the new adventure of 2017.

There are plenty of events to look forward to 2017, and we will hit the ground running on **January 21st at Brands Hatch with round four of the MSN Circuit Rally Championship**. Of course, we have been asked to help again this year, we know where we will be we just need a team to come join. We have our own marshals post which becomes the refreshment hut occupied by Christine and her and the camping stoves which will be working flat out for our team all day. The area we have is near to a nice warm loo. So, what more can you want? My contact details are below (if it is like previous years it is a good event with plenty of action (ask Andy and Dale Lawson).

On February 19th 2017 at Snetterton race circuit there is a rally. I am joint Deputy Chief Marshal (a first for me) along with Tony Hewitt, we are on the hunt for around 100 willing volunteers to man the posts around the circuit. It looks as if there will be a very full entry as it is part of the MSN Circuit Championship, we already know the first 4 rounds have a full entry (filled in 24 hours or so). So, could you please come and support the normal marshal team, I know where we will be located (if you ask me I will tell you but you have got to ask) and it will be very interesting with non-stop action all day. You will find marshal enrolment forms somewhere in this bumper edition. You will also find where and how to apply for your marshal's license from the MSA. Some say why do I need a license to do what I have been doing for years, it is because times are changing and have changed with the recent accidents on the stage events around the country and the world. For some reason health and safety people have become involved and we need to prove to the world that we can make our sport as safe as any sport can be when we have cars trying to jump of the road at any given time.

This was brought home me at the beginning of November at Oulton Park. I made the biggest mistake in all the years I have been marshalling. Christine and I were looking after a number of jobs along with a couple of locals. The drivers had been touching and knocking stage furniture about the place which for 95% of the time was not too much of a problem. It was mid-afternoon and the cars were coming around the circuit in the clockwise direction into a 90 right where we were. We had a number of straw bales to protect the cars from the end of the ARMCO barrier. One car wiped these out knocking most out of the way, I moved to reposition them thinking I had told Christine who would normally be looking out for me armed with the whistle to blow as a car approached. Christine was not aware of what I was doing as I was replacing the bales. As I looked up the car was nearly on me I could not move as if I did I would have been run over, frozen to the spot the car missed me about 1 inch (25 millimetres to the young folk) very close indeed (it happened so quick I did not get a sudden of adrenaline as you would get with a near miss). A

lesson has been learnt never to forget again our health is more important than the shape of the rally cars. Make sure you team mate knows what you are going to do as it could cost you in terms of a period in the local hospital not the pub.

I have been a bit pre-occupied recently and have got quite behind on the event reports, sorry. I will make-up for it next year, but here are a few short reports from the last few weeks, in no particular order.

Charity Event at Caistor Hall

Pat Ward organised a busy night for everyone with a number of events on the one night. First off was a nice buffet laid on through the night, a Charity Auction and the main entertainment was the singing from Hayley Moss. We really enjoyed the night which was over too quickly.



Pat Ward and Hayley Moss



Hayley again this time with our George Shipley

Lyng Garage Car Trial

The very next morning, 6.00am and time to hitch up the trailer to take over to Lyng. We had a reasonable entry of around 25 drivers, it was very competitive entry in all classes (hopefully Dave has added the results in this newsletter if not they are on the web pages). Christine with help and support from Lorraine and Seb did an excellent job of catering for the entry and marshals, providing bacon rolls for breakfast and hot soup and rolls for lunch. There was tea and coffee all day. Christine did sneak out the cakes during the day.

To sum up the year we have had quite a good year, unfortunately losing some friends along the way. The club seems to be struggling a little in providing entries on many of the different disciplines we do but hopefully 2017 will see an improvement with more cars and members out playing on the AutoSOLOs, Targas and Trials. The 12-car series continues to go from strength to strength because of the continued support of the sponsors, organisers, marshals and entries, THANK YOU ALL.

The team I must thank is the MARSHAL TEAM, their help and support all over the country has been great and we are highly respected for this support by all of the car clubs in East Anglia.

Please have a VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR

I hope we see all of you at the Production Car Grass Autotest at Snetterton on December 11th and then again at the club buffet and awards night at the White Horse at Trowse on December 15th.

**To repeat myself
Merry Christmas and a Happy New year
Keep Safe and I hope to see you soon
Kind Regards
Martin**



Christmas Natter & Noggin

White Horse

Thursday 15th December 2016

Buffet & Awards





*"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:



Abbeygate Events

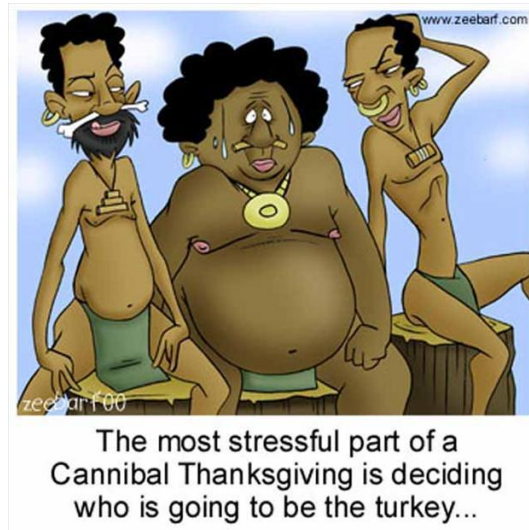
Abbeygate Events is a local company who specialise in the management and organisation of community events in East Anglia.

Abbeygate Events is the organising body behind the well-established event Cars on the Green & The Bury Motor Show held in the picturesque setting of Nowton Park, Bury St Edmunds.

Dan Pearson, the man behind Abbeygate Events, I have been involved with the running and organising of events for the past 10 years. Mainly involved with Motorsport and classic car shows, and even a dog show.

I enjoy spending time on the small details to ensure high quality events. In my spare time, I spend time with my friends and family as well as listening to live music at many festivals and attending classic car shows through the year.

www.abbeygateevents.co.uk



A CHRISTMAS TALE.

OK, you have unwrapped your Christmas presents, (for those of you lucky enough to have been given presents, that is) and you are now getting ready for Christmas lunch, Turkey, Beef Wellington, or in some cases, Chicken, wrapped in egg. Of course, for us poor pensioners it could well be a cup-a-soup, followed by pot noodle!

But, dear reader, while you are all gorging yourselves on your lunch, have you ever thought how your presents arrive, just in time, every year. Yes, you all say, Santa brings them, without failure. Are you sure?? Yes!!! you all shout. BUT.BUT.BUT.....!!!!!!!!!!!!

One year, sometime ago, Santa didn't make it. I know, I know, SHOCK HORROR, but it is true.

Whilst, over France, Santa, wrong slotted, collided with a church tower, in Calais, and crash landed in the port area, just as the final 20 drivers were about to board the very last ferry to take them back to the UK, and then, home.

Out they all jumped from their cabs, and grabbed their tool boxes, jacked up the sleigh, but, because it was so heavy, they had to use two 10 Ton jacks!! Alas, the sleigh was far too damaged to be repaired with nuts and bolts, It needed welding!!

The reindeer were uncoupled from the sleigh, and led with great pride, by the ships loading master, into the great cavern of the Ship's deck. The sleigh, because of its weight, had to be towed, by tow trucks, side by side and was duly parked in the middle of the great deck. All the other trucks drove onto the ship, one behind the other, and parked around it, as if protecting the sleigh and its very important cargo!!

The Ship's Engineers got to work repairing the sleigh, with plates of steel and much welding, the Head Chef gave the reindeer large chocolate cake, topped with cherries and lashings of chocolate sauce, together with a large container of water, for them to drink afterwards. Santa, was ushered into the Drivers restaurant where he ate large plateful of roast Turkey, Roast Potatoes, and really generous amounts of stuffing and gravy.

After dinner, he told the drivers he had a very big problem. Because of the delay, he could no longer deliver the presents to the children in the UK!!!! Something had to give!! Silence descended upon the room, until a voice from the back called out “couldn’t we help Santa, after all, we still have long journeys home and we all live in different parts of the country”.

“What a great idea” said Santa, and with that, they all went down to the deck, not only to find the repairs had been finished, the reindeer had been reattached to the Sleigh, but, more importantly, the ship had now arrived in Dover!!

Without further ado the presents were transferred to the various trucks, presents for the North were put in the trucks going north, etc. and so forth.

Santa, then climbed on to his Sleigh, while all the Drivers climbed into their own trucks, engines were started, lights switched on.

Santa then said “I command thee to deliver the presents to all the children in the UK, and then take your driver home, safe and sound to their families”. He then threw some magic silver dust into the air, and, with a blink of an eye, the great cavern of a deck was empty. The Ship’s crew ran to the side of the ship and looked up into the sky, only to see the twinkling of red lights, and the distant sound of gears changing up.

So... my children, next time you see a great big lorry in a hurry to go somewhere, firstly, tell you dad to get out of its way!!, and then wave at the driver, as, he/she, might, hold the secret, of how, one year, your Christmas presents were delivered!!

Anon



Marshals Post

Upcoming club events: P & H Novice 12 Car, Snetterton Grass PCA, B & H 12 Car, Canada Garage Motorsport 12 Car, Lyng Garage 12 Car

Other clubs:

Preston on Saturday 3rd / Sunday 4th December based at Barton Mills organised by Chelmsford Motor Club

Rockingham Stages on Saturday 3rd / Sunday 4th December at Rockingham Circuit organised by Thame Motor Club & Middlesex County Automobile Club round 3 of the Motorsport News Circuit Rally Championship

MGJ Brands Hatch Winter Stages on Saturday 21st January at Brands Hatch Circuit organised by Chelmsford Motor Club round 4 of the Motorsport News Circuit Rally Championship

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)



MGJ Brands Hatch Winter Stages

Saturday 21st January 2017

Marshals MUST register on the CMC website

Chris More

From Mark Annison

I remember a story that Chris told while we were driving back in my van after a rally in Wales. He recalled a time from his childhood when his family had recently been to see a circus and they'd been impressed by the acrobats. Back home, they thought they'd try a bit of circus stuff for themselves. In their back garden, Chris and his two brothers made a see-saw by laying a long plank across a log. Chris's younger brother Timmy was made to stand on one end of this plank ready for the fun to begin. Chris and his older brother Mike then climbed onto the shed roof from where they jumped down together so as to land on the opposite end of the plank. They expected Timmy to be propelled upwards, but to the amazement of all three brothers, he was fired up much higher than they'd ever imagined and the plank looked as if might end rather horribly. Much to everyone's relief Timmy landed without significant injury, but when the tale was told later that day Mike and Chris got "a right old rollicking" from their Dad.

From Peter Riddle

As far as SCCON was concerned, the new millennium started for me with a bit of a bang. On 28th January 2000 I entered the "More or Less" 12 car in my wife's Vauxhall Nova with my 15 year old son Mike navigating. The rally was being run by Chris More and Simon Tebbutt, finishing in the pub at West Acre with the final time control at map reference 132/788150. Simon Tebbutt had done the navigation and he intended competitors to approach the last control on the yellow road from the south-east, but for some reason he'd made a rare mistake (for him) and the route instructions said SW788150, requiring crews to arrive from the south-west. Mike and I stopped at 807144½ to work out the shortest route that would get us to that TC from the south-west. We plotted a route via grid square 7912 that used some long white roads. Despite this not being the intended rally route, there were no gates and although the tracks on our route had a lot of long grass, they were all driveable. We were the only crew to spot Simon's incorrect direction of approach and the only car to take our detour. Despite the extra time to drive our white road loop we won the event by six minutes, so it was irrelevant whether any fails were given at the last control and no one was penalised with a WD.

What has this got to do with Chris? Well, while we were parked up at 807144½ trying to work out the last bit of the route, Chris zoomed past in his black 205GTi and suddenly there was a loud BANG! - Chris's Peugeot had showered our Nova with gravel and it broke both the RH headlight lens and the drop glass in our driver's door. Chris drove on unaware of what had happened and waited at the final control, expecting us to arrive very soon because he'd just passed us only a mile or so further back. When we still hadn't arrived after several minutes, he drove back along the route to see if we'd broken down. But by then we'd set off down our 'white' route so he didn't find us, but instead he found a lot of broken glass. He came to the conclusion that we must have had an accident, but the car must still be driveable because it was no longer there. The only explanation he could think of was that perhaps Mike had been hurt in the accident, so instead of continuing to the final control, I must have driven away to seek medical help. Chris was really concerned for our well-being as he drove back to the final control but a few minutes later he was very relieved to see both of us arrive fit and well, but from what he thought was the wrong direction. The muddle over the direction of approach was soon sorted out and fortunately Tara's insurance paid for a new window, though we did have a rather chilly drive home that night!

By e-mail from Mike Riddle in Abu Dhabi

On learning of Chris's passing: Oh, that's very sad news - he was a lovely chap. I remember the many tussles we had with Chris and Simon's Peugeot on 12-cars; often following each other for miles and miles. Then we'd have a laugh about it at the finish while the results were being worked out.

From Pat Ward - the day Chris More saved my life

It was a very hot Friday in 1990 and I was part of a team setting out the stages for the Midsummer Special Stage rally that SCCON was organising on Sculthorpe Airfield with the co-operation of the United States Air Force who were in residence on the base at that time. We were using a 7.5 tonne box van with a tail-lift for setting out traffic cones to define the rally stages. Simon Tebbutt was driving, I was standing on the tail-lift that had been lowered so it was quite close to the ground, while Adrian Sayers and Chris More were in the back of the truck. Simon drove the truck along fairly slowly to start with, Adrian and Chris were passing the cones to me and I was placing them on the ground at suitable intervals. We got into a rhythm and were getting the job done well so Simon speeded up a bit.

The trouble started when we got to the intersection between two of the runways where there was a gully across the path of the truck and Simon didn't slow down enough. As the truck bounced across the gulley, the platform of the tail-lift jerked upwards, throwing me up into the air. When I came down, my feet slipped and my legs went through the gap between the front of the tail-lift platform and the back of the truck. Somehow, I managed to grab hold of a piece of rope tied to the back of the truck and that stopped me from falling right through the gap, but my shoes were scraping along the road surface and they were getting hot. Someone was trying to alert Simon, but he wasn't slowing down and I was afraid I couldn't hang on much longer. I was thinking that I mustn't let go or I'd be a goner. Then Chris reached out, grabbed my shirt at the scruff of my neck and using just one arm, he pulled me up from the ground and into the back of the truck. I was only in my twenties and a lot lighter in those days but to lift me up like that wasn't easy - fortunately Chris was very strong in those days and he did it. Eventually Simon did slow down and stopped the truck to find out why we weren't putting more cones out!

What would have happened if I'd let go of the rope? I'd have gone under the tail-lift and been dragged along by the truck and I could easily have been killed. After the incident, Chris and I were very quiet as we looked at the remains of my burnt shoes because we knew what a close shave it had been. I always look back on that incident as the time Chris More saved my life. Thank you, Chris.

Welsh 12 Car

It has always surprised me that, some people are interested in my activities, as, I have always thought, whatever I do must be very boring to others. However, Hon Chairman, Sir to his friends, thinks otherwise, & has instructed me to put pen to paper & write a few words about this year's WRGB (2016) rally, for the December edition of the Spotlight.

Now, it is quite a long journey up to North Wales, & in my case took over some five hours. This year, like previous years I was based at Dolgellau, at a hotel called the Bikers Retreat. (if you are in need of somewhere to say in that area, you can do far worse than the Bikers Retreat, I can assure you). The whole hotel was full, & I was part of Team Grounds, a subsidiary of Cambridge Car Club!!

My first stage was Hafren, a trip of well over an hour from Dolgellau, and, as I had to be signed on by 05.30 hrs!!! I will leave it to your own imagination what time I had to depart from the hotel. After leaving the main road, the journey became a long and winding one. I felt, by the time I arrived at the stage start, I had completed in the whole event!! My marshalling point was no 26, over $\frac{3}{4}$ of the way into the stage. No 26 was a radio and yellow flag point, so the radio mast had to be erected. Lucky enough there were some really keen spectators on hand to help and they were rewarded with tea. (the mast is really heavy, so, I must do some thinking about some mods, to make it more user friendly for one person to put it up, and for that matter take it down). After all the various safety, course cars and the hangers on vehicles, the main programme started, with the WRC cars. All went past at great speed and after about an hour it was all over, no hassle, no problems, well at least where I was. Then the nationals, followed, sadly, this year not including, family Rix. However, after a few of these vehicles went past, all was stopped, as a vehicle was on fire, and the stage commander sent in "Blue Watch". All was cancelled, and the national competitors were hustled out of the stage, pronto, as the WRC entrants could not be delayed. Their second run was also uneventful, so nowt to report there. After leaving the stage, when all was over, a stop had to be made so as to clean the rear light & number plate, as both were covered on mud. We must keep the local boys in blue happy!

The second stage was the most interesting, Dyfi, as all I had to do was operate the A System radio, which was the link to the Rally HQ. This is the most interesting part of the event, as one hears all that is going on. The WRC cars ran on time, but the National Safety Advisor (for the National cars) was not over happy with the stage, despite the WRC cars just finishing, so there was a 15-minute delay imposed by C of C at Rally HQ. The Stage Commander was not a happy bunny.

On to the last stage. Like last year I marshalled on Alwen, a short technical stage, smooth in places, rough in other parts. From my radio point I had a very good view of the stage. Again, it was a spectator point. I am pleased to say that most of the spectators were very good and well behaved, except for one or two, who had fortified themselves on a liquid breakfast. I was lucky enough to have some marshals to myself, two of which played Rugby for the local club. Never were Welsh Rugby Players so welcome!! The local Sector Marshal called for the nearest security group to help control these people. We were not the only spectator point to ask for assistance, as another spectator point called for assistance. It just shows that despite being marshals and the wearing of a tabard, one has no real power / authority at all. We are very lucky, in that, most spectators come along to enjoy themselves, and do not cause any problems.

Well that is it. On my return journey, I stopped in Telford for a good night's sleep, shower, a small libation, or two, and a good meal. This meant the journey home was far easier as I was not so tired.

As this is the December issue, I will take full advantage of it, and wish you all a Happy Christmas, a safe, and dare I say prosperous!! New Year. I look forward to seeing you all at Snetterton, for the stage event, together with your 2017 marshalling cards, thus assisting Hon Chairman, Sir, who is the Chief Marshal on this event and would appreciate all the help he can muster.

My regards to you all, stay lucky.

Paul Doodson



Dear Marshal,

We would like to thank you once again for engaging with the MSA's online rally marshals' training and accreditation. We would like to encourage everybody not only to finish the online modules but also to complete the process by going on to register as a card-carrying MSA marshal.

Why register? By registering with the MSA you will:

1. Receive an MSA marshal's tabard, registration card and training Personal Record Card, so you can keep a log of your activity as a valued volunteer in the sport
2. Have the opportunity to progress through the Rally and Cross Country Grading Scheme
3. Receive the monthly MSA newsletter and quarterly MSA magazine
4. Qualify for the forthcoming MSA marshals recognition scheme – more on this soon!

So how do you register?

- Log in to the MSA members website as an existing customer [here](#).
- If you cannot remember your username and/or password, please contact the MSA Licensing Department directly on 01753 765050
- Select the 'Marshals' tab to visit the REGISTERED MARSHALS RENEWAL page
- Select option one: First Time Rally/Cross Country Online Application
- Confirm your personal details and upload a photograph.

You will then receive your MSA marshal's registration pack, including card and tabard, in the post within 10 working days.

Please note that from 1 January 2017 marshals will need to demonstrate that they have completed the online training modules in order to marshal alone on the stages. If you cannot show that you have completed the training, organisers will have the opportunity to buddy you up with an experienced registered marshal.

The easiest way to show you have done the training is to register with us as per the above – you can then simply show your MSA marshal's registration card.

Your support is hugely appreciated – thank you!

The MSA Training Team

Lancia Delta HF4WD

Mike Smith

Researching the history of my Lancia Delta HF4WD



As some of you may know, in 2012 I managed to acquire the Lancia I had previously seen in local events in the 1990s. Back then, and indeed still when I bought it, it had the registration 'D57 GAS'. I knew that the owner at the time had bought the car from a man in Scotland and 'AS' was an old Inverness code, so that made sense. During one of the events I had spectated at, the crew had told me there was a notion that the car had been a 'Lancia' car in some capacity, maybe a test vehicle or practise car, but I never knew anymore and I wasn't sure how Scotland figured in that.

Once I had bought the car and saw the V5 document, it became apparent that there were 2 keepers before the person I was buying from; the Scottish gent and one unknown other. This, along with the date the Scottish owner bought the car, meant that a) he obviously didn't own it from new and b) the first owner only kept it for around 5 months. I had to find out more so I filled in the DVLA vehicle enquiry form, enclosed a £5 cheque and sent off for all the information they had on it.

When they sent back all their information I was amazed to see that it was originally registered as 'D200 XPN' and owned by Lancar Ltd, Lancia's UK business. With 'D199 XPN' it was one of a pair of white HF4WDs built into semi-rally cars to demonstrate to journalists how proficient the

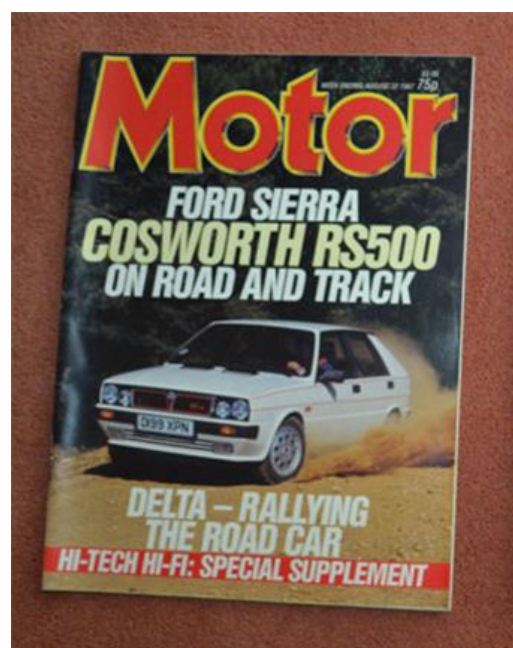
cars were at going off-road in almost standard trim, the rest of the HF4WD press fleet being red road cars. Lancar had recruited Jimmy McRae and, from Martini Racing, Mikael Ericsson to do the driving. I was amazed because I had owned a copy of 'Motor' magazine with an article about these two cars for some time, never realising it was actually my car in one of the photos. The article also stated that David Richards Autosport (now Prodrive) had had a hand in their preparation. It went some way to explain why good money had been spent on the seats & harnesses (works specification Kevlar Recaros and Sabelt 2" belts) but a Safety Devices multipoint bolt-in roll cage had been fitted.

In 1987 the cars were used at Bagshot testing ground, in Greystokes in the Lakes and at Glendevon forest in Scotland. I managed to obtain an autumn 1987 copy of Lancia's own magazine 'The Marque' which had an article about the cars using reprinted articles from 'Motor' and 'Autocar', unfortunately there were no really clear pictures of mine. As it stands I have only got the 'Motor' article, I haven't been able to find which issue of 'Autocar' theirs was printed in. I also got in touch with Prodrive to see if they had any information, but they said that their involvement was actually minimal which was a shame.

When I first came to MoT the car and then get the new MSA logbook I ran into a problem in that the vehicle's stamped & plated VIN didn't match the DVLA record. I had to correct it on the V5 and send photos of what was on the car as proof. DVLA enclosed a copy of that form I had filled in along with all the other stuff, but it was interesting to see that Lancar had got the VIN wrong from day 1.

Due to the connection with Lancia UK, I decided to put the original number plate back on it and put 'D57 GAS' onto my road car. It is however purely coincidental that I work on an offshore gas platform! When I did the transfer the DVLA automatically re-issued the original mark; the Scottish owner had registered it as 'VRR 150' but when he sold it to the person before me he put 'D57 GAS' on instead of its original for some reason.

The first picture is from 'Motor' magazine 1987, then the sister car on the cover followed by the article and then the Lancia magazine one. Incidentally, 'D199 XPN' shows as last taxed in 1989 so is possibly either long dead or is off the radar lurking in someone's shed or barn.



RALLYING THE ROAD CAR

Celebrating the arrival of 200 Delta HF 4WD (left-hand drive) road cars in Britain, Michael Scarlett is "chauffeured" around Bagshot's bumps by works rally team star Mikael Ericsson – their near-standard Lancia Delta doing more than it was ever meant to . . .



Ericsson (leaning on Delta) to Scarlett: "Very easy to drive, this car" . . .

Daredevil Delta

hatchback. Not only are you wealthy enough to fork out that sort of loot, but you are also screwily generous, letting this lunatic drive.

There is a momentary lift of his right foot as we breast the brow, then, totally absurdly, as the abominable track dives headlong down a 30 ft dip that

as soon as it bottoms rises steeply again, the fool accelerates.

You wait for the car's nose, closely followed by your own, to bury itself, hard, in the dip. It doesn't; your stomach tries to stand in for it, but is wrenched through 30 degrees in the vertical plane as we rocket

clatteringly upwards, still accelerating. And how we accelerate; at around 1 in 3, the slope would have been a first-gear crawl for a baby Y10, but this is a more powerful Lancia, and having left the bottom at 40 mph we are being heaved up another 20 mph in close to as many feet as we climb.

Ruts are deep, but you know that they can work like rails, holding you sideways. The fellow on your left – you can for the moment only buy a left-hand drive model – does not seem to care for such security, just when you know that he should as we rush towards a blind bend. The corner is to the right, but the silly man dabs the brake and swerves left out of the ruts up on to the loose, then swings right, the car sliding sideways and pointing right as we bucket bangily round.

"To enable you to assess the remarkable performance and capability of the standard production car" (sic): the words thus underlined in the invitation letter run, protesting, through your mind, as you are hurled along between the obviously solidly-rooted trees.

The driver is clearly neither foolish, nor silly, which isn't surprising, as this is Mikael Ericsson who, with Markku Alén, Miki Biason and Juha

The track's loose, dusty, and alarmingly stony; it is plainly silly to be able to squirt up to such astonishing speed on so poor a surface. It is even sillier to make use of such a diabolical gift.

The noise of stones, many fist-sized, kicked out of their rest by the scrabbling knobblies of blue-black-cogged Pirelli M+S P4s, revenging themselves on what you are sure is every vulnerable mechanical organ underneath, is appalling. You can't wince in time, it is happening so often, so violently. You ought to, because you are supposed to be the man who has bought this standard production road car – a sporting car certainly, but a refined, comfortably appointed £13,980-worth of electric-front-windowed, power-steered, centrally-locked, sunshine-roofed, aluminium-alloy-wheeled, family five-door



week ending August 22, 1987

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LANCIA DELTA HF 4WD



Not quite a standard car - note the Delta's roll cage and (below) uprated Konis dampers. Left front tyre tread (right) gave up the ghost after 30 miles



Kankkunen makes up Lancia's World Championship rally quartet. The lunacy of the car's speed is largely imaginary, as you rapidly are forced to acknowledge by Mikael's wonderfully calm and confident control. "Very easy to drive, this car," he says. How normal is this surface, you wonder? It is the same kind of surface as the RAC, except on the RAC it is almost always wet."

There is no doubting the performance of Lancia's Delta HF 4WD hatchbacks. We have already driven undeniably standard production models in Italy and confirmed, subjectively at any rate, that there isn't too much doubt about the claims for 129mph maximum speed and 0-100 kph in 7.8 seconds. This exercise, put on at the Royal Armaments Research and Development Establishment's Bagshot trials on a blazingly sunny un-RAC-like day by Lancia's UK importers Lancia, is to mark the introduction of 200-odd left-hand drive HF 4WD Deltas to the British market. But how "standard" are these two demo cars which, while firm, do not seem to bottom when they certainly ought to have done, and which straddle deep, tank-cut ruts without scraping their sumps? And how truly capable are they of what at first they seem to achieve so parsimoniously, happily running full tilt across such terrain?

They look standard, certainly, until you see the front Recaro seats - no, Recaros are standard, even if these bottom-huggers obviously are not, sitting on beautiful aluminium alloy brackets bolted through the carpet and having full harness. But the comprehensive roll cage bolted inside the cabin, structurally-



useful (but ergonomically-obstructive as you clamber in, is non-standard. Peer underneath and you find a long steel-straked polypropylene sump guard turning from nose to just behind the front propeller shaft universal, and another sledge plate from level with the B-post to the back of the rear suspension.

The roll cage must help further stiffen what British rally driver Steve Smith enthusiastically calls "a body which in standard form is so strong". (He should know, having run one of two HF 4WDs on the Welsh.) But the racing seats, the harness - these may be said only to protect, not make capable, even if that defence does not apply to the intention behind the underguarding. Those C-compound rally tyres are hardly normal wear of course. The real key however, and the biggest deviation from standard, is invisible to all except a Lancia storeman - much harder springs and, although still hydraulic, uprated Konis dampers, plus (depending on who you talk to) between three-quarters and 1 in extra ground clearance.

The springs are the difference you feel and see, in the way it didn't turn into a 165bhp mole at the bottom of that dip, but rode so equably up and out of what in any normally sprung road car would have been a

mechanically fatal shock; in place of the standard 95 lb per inch front wheel rate, these give around 180 lb per in, with the back spring rates less drastically stepped up from roughly 100 to 150 lb per in.

Mandatory floor-mounted fire extinguisher apart, that is all. So how "capable" did this relatively shallow depth of preparation make this delectable road car for off-road special stage rallying? For, make no mistake, this Lancia is, for the moment, the most completely desirable hot hatch of them all.

What eventually happened that day does not change my opinion about the HF 4WD's king of the cults position. David Richards Autosport had done an excellent job of minimum preparation, within the short time anyone has had to develop cars like this for Group N or A rallying. Something had to misbehave under such harsh abuse. Having earlier this year finished 11th in the National Breakdown rally in a hurriedly selected (ex-Lancia director's) standard 4WD Delta, the quiet Mr Jimmy McRae was co-opted as a very fine substitute for Allen on the day. As Jimmy (currently heading the British Open Championship with a Sierra Cosworth) said, the car needed more modification to keep up such running comfortably. "The steering is far too low geared - I'd also like a bit less power assistance for more feel. Suspension is not 100 per cent - the springs aren't bad, but the dampers soften as they heat up - gas ones wouldn't. But for a bog standard road car, it is nicely balanced and deceptively quick round here."

McRae and Ericsson praised the handling, in spite of the steering ratio, which on the road

is fine, if just a shade rubbery in my opinion. For rallying, McRae would want "a touch of bias to the back brakes", to help upset the car and overcome its natural understeer into a corner. Both talk of driving it somewhat more like a rear-drive car than a front-drive on the loose, Jimmy McRae talking of "just throwing the car at the corner - if you just drive it in, you understeer". Mikael Ericsson made the point in his exuberant style, with a touch of braking to "get more weight on the front wheels, then break the wheel, using power to stabilise" (moderate or straighten the car).

Apart from virtually destroying left front tyre treads in around 30 miles (the track used had mostly right-hand corners), and making its unchanged brakes smoke understandably, it was the underguarding which stopped both cars in different ways. With no front subframe to provide midway support, the length of the front sump guard left it too flexible. The steel sump suffered but did not fail, but the oil cooler thermostat split on the first car, and a stone got trapped between electrode fan and radiator on the other, simultaneously flooding the radiator and removing one fan blade.

It wasn't obvious that any weakness had shown up this time, but it has been found that the bottom bracket on each front strut, perfectly OK on the road, wants reinforcing for stage work, in company with a thicker gauge strut tube.

Fair enough, all things considered. As I for one would not ever expect any normal road car so lightly protected to cope with Bagshot, nor go so enormously effectively whilst it did keep running, I remain convinced that this most interesting of all fast small cars is the most desirable and practical machine I might one day be able to afford. It combines all the occasional invaluable advantages of typically invincible, correctly balanced permanent all-wheel drive traction with delectable performance and sensible comfort. I want one - and with the added bits removed and a straightened sump, I'm confident enough of the underlying reliability and excellence of the design to offer money for one of those two cars, regardless of the degree of "hardly raced or rallied".

MC

Delta deliverance

Since its launch at the beginning of the year the Delta HF 4WD has taken the world of rallying by storm, clinching the marque's sixth world championship after only eight rounds of competition. With such success and strong emphasis on rallying the Delta

has been given an image not only for high speed motoring, but also reliability and durability.

An almost standard production HF 4WD was used to launch the car on its arrival into this country, necessary modifications from a safety point of view were essential and included roll cage, safety seats and harness, fire extinguisher, engine sump and petrol tank protection guards plus an uprated suspension system. Mechanically the engine offered the same specification and performance available on the standard road version.

Venues were selected throughout the country; the scenic Glendevon forest in Scotland (one of the special stages in this year's Scottish rally), the rambling estate of Greystrokes in the Lake District, and the tortuous Royal Armaments Research and Development Establishment's trials area at Bagshot. Chauffeurs included no less than Mikael Ericsson, the rising Swedish star of the Lancia Martini works team, and Jimmy McRae, the ever popular local hero. We reprint some of the articles which appeared courtesy of some rather dazed yet enthusiastic passengers.....

"There is a momentary lift of his right foot as we breast the brow, then, totally absurdly, as the abominable track dives headlong down a 30 ft dip that as soon as its bottoms rises steeply again, the fool accelerates."

"You wait for the car's nose, closely followed by your own, to bury itself hard in the dip. It doesn't, your stomach tries to



*The power of the Delta
and the beauty
of the Scottish Highlands.*

THE BISHOP AND THE BULLNOSE

You never know what unexpected treats await when exploring the internet.

On 2nd August this year I was searching online for “Classic car events in Norfolk”. Up popped a link to a *Norfolk Open Churches Run* website page promoting their ninth annual classic car run on 6th August – but with an apology that it was fully subscribed. Disappointed, I sent an email asking for details of the 2017 event.



Parked outside the Great West Door

What attracted me to the Open Churches Run was the wonderful start venue, the forecourt of Norwich’s spectacular Norman Cathedral. So, although I could not participate, I planned to motor into the city in my “modern” and get a vicarious classic and vintage “fix” by watching this year’s entrants leave the historic landmark at the beginning of their 60 mile route.

That might have been the end of the story but late on 5th August, the day before the event, an email arrived from one of the organisers. I was being offered a place on the run following a cancellation! It was 10pm before I was able to confirm I could attend. I phoned my friend Mike Barber who was happy to be up early the following morning to provide his

navigating prowess. Then out to the garage to do some late evening polishing, fettling and fuelling. My unexpected treat had begun!



Bishop Graham James presents the trophy



Car of the Day Trophy

By the time we arrived at the Cathedral in my 1925 Morris Cowley Tourer TW 744, around fifty cars had already assembled, all of them polished and sparkling under gin-clear sunny

skies. Morrises, Austins, MGs, Triumphs, Rolls Royces, Bentleys, Sunbeams and more were parked and proudly displayed against the beautiful backdrop of the Cathedral's great west door.



Navigator Mike Barber with his Tulip map

We learned that the planned route included seven churches that would be serving refreshments and, in some cases, providing toilet facilities (particularly handy for the older participants!). In fact, the whole route used churches as waypoints, although readers who are familiar with Norfolk will know that it is impossible to travel any distance in the county without stumbling on several square or round – usually flint – towered churches.

Having enjoyed coffee and cake in the Cathedral refectory, we received our *Tulip* style route book and wandered back to the Cowley where we found a group of people gathered around the car. Not unusual when it's a 90 year-old Morris you might think, but what made this particular group of people rather special was that it included the Lord Bishop of Norwich, the Right Reverend Graham James (you might be familiar with his *Thought for the Day* slot on the BBC Radio 4 *Today* programme). I was introduced to the Bishop who then, to my complete surprise, presented me with his "Bishop's Choice Car of the Day" trophy. From among all the motoring icons on display, many of them expensive and luxurious cars in their day, he had chosen my humble "Bullnose" Morris as his favourite vehicle.

Less than twelve hours from confirming my place on the run as a first time entrant, I was holding the Bishop's Choice trophy. If there's a single adjective that means surprised, delighted and proud I don't know what it is, but that's how I felt. With a smile on my face, Mike and I set off on our run.

With the sun beaming down and the hood folded away we bounced our way past Saxon and Norman churches, down narrow lanes and through fields of golden corn and sleepy Norfolk villages. Some of the lanes have so little traffic that bumpy grass tufts grow in the centre where car wheels do not travel. "Aren't these lanes wonderful," I remarked to Mike. "No!" came his reply. I had forgotten that his leisure driving is on a VW-engined trike.

The Open Churches Run ended at Beeston Regis church in its spectacular setting overlooking the sea between Sheringham and Cromer. A short, attractively named "Pit Stop" service with the Bishop was scheduled for late afternoon for those who wished to attend before making the journey home. Shortly before the service began, I went back to my car to check the oil and water. To my surprise, there once again was the Bishop; this time at the wheel of the Bullnose and looking delighted to be sitting in a piece of motoring history. He was being photographed for our local newspaper, the Eastern Daily Press. A Bishop and a Bullnose, it seems, cannot easily be parted.



The Bishop and the Bullnose Morris

What a great day. What a treat. And it all started on the internet!

Barry Stiff

12 Car Championship

2016 / 2017 Provisional Calendar

Round 1 Waveney Mushrooms	Fri 25th Nov 2016	David Mann & Robert Aldous
Round 2 P & H Novice	Fri 9th Dec 2016	David Leckie
20 / 20	Sat 7th 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 next event 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!

Waveney Mushrooms

o/a	Car	Class	Driver	Navigator	Fails	Mins	o/a	Class
1	2	E	Jonathan Stimpson	Matthew Smalley	-	15	1 st	-
2	1	E	Hugh Garnish	David Bell	-	16	2 nd	1 st
3	10	N	Ben Cutting	Steve Cumbers	1	5	3 rd	1 st
4	6	N	Andrew Scott	Bill Scott	1	19	4 th	2 nd
5	11	B	Richard Felton	Danny Wheatley	3	10	5 th	1 st
6	5	N	Paul Brunton	Nick Wale	5	20	6 th	3 rd
7	3	I	Dale Lawson	Andrew Lawson	5	22	7 th	1 st
8	7	N	Chloe Hewitt	Tony Hewitt	7	18	8 th	4 th
9	9	N	Charles Knight	Nick Dunkley	9	26	9 th	5 th

4	N	Gordon Shipley	George Shipley	Retired
12	B	Alan Kirkham	Kate Hodge	Retired

8	N	Garth Collier	Michael Collier	Did Not Start
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'Marshals' view of the event from the left-hand seat in car 1.

Always tricky running as car 1, bags of scope for embarrassment leaving the start in the wrong direction, fortunately at the briefing David told us to turn left out of gate, not far to the first junction but at least no witnesses to mistakes. Three coded spot heights to TC2, hopes of a leisurely start were quickly snookered firstly by a serious Reggie Molehusband moment at the first NAM requiring a multi-point turn and then an age stuck behind the slowest white van man in the county (not deliberately but possibly a sherbet too many), he finally pulled over leaving us to scrape into the control with just a handful of seconds to spare. Six out of order grid references to TC3, oh how I love grid references! True to form 4 minutes dropped, but a bit of an own goal as I was too busy checking the control location when I should have been supervising and we were a mile or so past the called slot left before I realised we had missed the junction. Probably cost us an extra 2 minutes turning around and back tracking, as things turned out rather a significant mistake! Five avoid grid squares to TC4 and another minor wrong slot cost us another minute.

String of Ys and Bs representing junctions to TC5. More grief from slow moving local traffic for the first couple of miles which should have given me time to finish off the plotting but it is surprisingly difficult to position the car on the map through the 'seat of your pants' travelling at less than 30mph. Had a senior moment picking out the correct route

through Shotford Heath and took the easy option as Jonathan & Matthew took over as first on the road. Two more minutes gone at TC5, things were not quite going to plan.

Circular herringbone to TC6, first junction was a crossroads and with only one crossroads on the bone reasonably straight forward. CRO, but was the 3rd junction to be counted as it was a NTR, and then there was the roundabout, still getting my head round where I was on the map and nearly missed the board tucked behind the post on the first NAM, I was still 1 junction out, fortunately Hugh spotted the board. Also, another minor Reggie moment including a bit more sump guard customisation on the nasty concrete curb in GS2484. Back to running first on the road as we left Jonathan & Matthew sitting at the cross roads. This was the only section we comfortably cleaned, arriving a couple of minutes early, opting to stick to due time.

A string of numbers prefixed with the clue AIV to TC7 and it took a few minutes before the penny dropped. Once I spotted the KLDMC favourite of including the TC numbers in the string the solution was sum of grid line numbers reading right to left, and another minute gone. So far, all 156 but with the location of TC7 it was time for a move to 134 and the section that I failed miserably to work out, not quite true, the solution was obvious, a string of compass depart junction directions, but could I get it to work? Wasted several minutes and in the end, took an educated guess, picked up a couple of boards so possibly OK. The case for the defence, TC7 on the yellow through the NE corner GS2289 to the NE of Hardwick, first few letters were NWNWNNE... with the first junction an obvious NW depart, or was it!?! The road from the SW to the first junction was certainly a yellow on 156 but what my aged wrinklies peepers, even with the aid of a potti, missed was the same road mysteriously morphed into a white on 134 and should have been ignored leaving the first junction the one under the blue 2 (near grid line 22) and a N depart which changed everything. Tried loads of combinations but never moved away from the NW for the first junction, even struggled to work it backwards from TC8 as things got a bit messy on Fritton Common. Lucky that the yellow heading west from the cross roads in GS2191 was signposted NTR or my guess would have taken us that way! The result being 8 minutes dropped at TC8. Could things get any worse?

Coded grid square departs to TC9, complicated by a couple of returns to 156. Another senior moment at the junction in GS2589 saw us grateful for a tow from Paul & Nick through the aptly named Misery Corner into the control back on 134 and no penalty. Hugh was all for hanging on to the tow and was off before I had the envelope opened but fortunately lost them at the first junction. Straight forward map features with a couple of avoid map references to TC10, arriving on our minute and quite surprised to find we were still running first on the road. With a cumulative penalty so far of 16 minutes I was expecting to be running with the Novices. Another string of Ys and Bs to TC11 with a fairly obvious route and the opportunity to make up a couple of minutes at the control. As a rule, unless things are going really, really badly or it is critical to position on the road I usually prefer not to recover time at controls but stick to the due time as it gives you time to at least have the envelope opened before the office gets re-organised when the clutch is dropped.

Coded grid lines for the final section to TC12 and back onto 156. Now running in convoy followed by Jonathan & Matthew, no problems on this section arriving a couple of minutes early at the final control. Fairly pointless making up time at the final control so took our due minute. Returning to the should I or should I not recover time, there is always the possibility of picking up a penalty recovering time when you shouldn't, if in doubt take the due time.

Back to the finish for the usual feast provided by the Buck, novel to get back in time to be the first ones as the bar. Congratulations to Jonathan & Matthew on a well-deserved victory, special mention for Ben & Steve (on his first event) who would have picked up a comfortable win if they hadn't missed the 'hidden' board on the NAM that we nearly missed.

Thanks to David & Robert and their team for putting on an excellent event, navigation kept the navigators on their toes and the route kept the drivers interested. Without the marshals 12 cars would not happen so in no particular order thank you to Lewis & Steve, Julie & Stuart, Bryan & Paul, Marcus, Howard & Bernie, Jez, David, Ian & Christine, Mike, Mark, Laura & Iain and the staff at the Flixton Buck.



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	22 nd 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	Scultherpe	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

AWARD WINNERS

Award	Driver	Car
o/a	Tim Hanman	Dellow Mk1
Class 1	Dick Lines	Toyota Yaris
Class 2	Christopher Pettitt	Citroen Saxo
Class 4	Barry Redmayne	Liege S
Novice	Stephen Douglas	Ford Fiesta
Junior	Thomas Pettitt	Citroen Saxo
Lady	Amy Dockray	Citroen Saxo





Thanks to Richard Howard for the photos

AutoSOLO Challenge



2016 AMSC AutoSOLO Challenge

AWARD WINNERS



AutoSOLO
1st
Mark Peterson



AutoTEST
1st
John Peterson



MX5 Challenge
1st
Kevin Lockwood



Class C
1st
Ian Rowles



Class C
2nd
Nick Skuse



Class B
1st
Kevin Lockwood



Class B
2nd
Leigh Gray



Class B
3rd
Paul Webb



Class A2
1st
Antons Kuzenko



Class A2
2nd
Hannah Ellis



Class A2
3rd
Neil Wackett



Class A1
1st
Vini Cruz



Class A1
2nd
Duncan Christmas



Class A1
3rd
Laura Christmas

Thanks to John Boot for the photos

Targa Challenge

2016 AMSC Targa Challenge

AWARD WINNERS

Award	Driver	Navigator
o/a	Gavin Rogers	Jim Bowie
MA	David Lobb	Frazer Brown
MB	Adrian White	Maciej Knapinski
EA	John Peterson	John Parsons
EB	Mark Peterson	Amy Burt
NA	Duncan Christmas	Jack Cherrett
NB	Paul Webb	Alan Wakeman

Inter-club 20 / 20**2017 AMSC Inter-club 20 / 20**Saturday 7th January 2017

Second running of the Inter-club 20 / 20 Challenge

Eight clubs this time round, teams will be either two or three crews from each club

Same organising team as last year so expect maps 155 / 156

If you would like to be part of the club team or a marshal, please contact:

AMSC Club Representative: Martin Newson

Competition Secretary: Andrew Lawson

12 Car Coordinator: Gordon Shipley

S n e t t e r t o n G r a s s P C A

Sunday 11th December 2016

Snetterton Circuit

ENTRIES STILL OPEN

A welcome return to Snetterton Circuit for a Grass Production Car Autotest on Sunday the 11th December, with thanks for the continued support from Jamie Hopper, the Snetterton Circuit Manager.

The club will be sharing the venue with a Javelin Track Day meaning that as well as the usual circuit facilities being available there will also be something to have a look at.

Format will be to run four tests, two in the morning and two in the afternoon. The surface will be smooth, non-damaging grass and will be suitable for any car. The event will be aimed at the less experienced and younger competitors.

Entry fee set at £10 per driver with a free entry for under 18s.

Entries may be accepted from drivers who are 14 and over. However, for drivers not holding a full RTA Licence, the passenger must hold a full RTA Licence and be experienced in Autotesting.

Passengers must be 12 years or over. However, for passengers not holding a full RTA Licence, the driver must hold a full RTA Licence.

We look forward to seeing you on the 11th December



Marshals

Welcome to the 2017 SNETTERTON STAGE RALLY

19th February 2017

Supported by G.& B. Finch Ltd, Hylton Gott and Rix Engineering.

We are delighted to confirm that this will be the 5th round of the prestigious Motor Sport News Circuit Rally Championship as well as other regional association championships.

The 2107 event follows the successful events run at the Snetterton Circuit in previous years but in 2017 in the hands of a different club, Anglia Motor Sport Club (AMSC).

Although AMSC may be a new name to many it is a club with an excellent pedigree being a combination of most of the active motor clubs in East Anglia. This brings together the skills, resources, experience, and expertise from all those clubs providing a very strong organising team which we are confident will deliver a challenging but enjoyable event. The overall format will be like previous events maximising the opportunities available at the venue by utilising a mixture of on and off circuit roads within the route.

We need help from over 100 Marshals and Radio Crews to run a successful event.

We ask you to come along to help us run the event and enjoy a good day's motorsport.

The organisers would like to thank G.& B. Finch Ltd, Hylton Gott and Rix engineering for their sponsorship which is very much appreciated and to recognise the support of MSV and the management and staff at Snetterton. Without these contributions, the event would not be possible.

The Organising Team

Marshal Enrolment Form

I am able to marshal on the Snetterton Stage Rally 19th February 2017 and will be bringing people with me.

Name	I / we have experience of the following;	
Address.....	Stage Arrival Control	yes / no
.....	Stage Start Control	yes / no
.....	Stage Finish/Stop Control	yes / no
.....	Junction Marshal	yes / no
Post Code.....	Service Area	yes / no

Telephone numbers:

Mobile.....

Home.....

Work.....

Please complete and return to:

Deputy Chief Marshal
Martin Newson
32 Queen Elizabeth Drive
Beccles
Suffolk
NR34 9LP

or email the form to cjnewson32@yahoo.co.uk

Telephone 01502 716280



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

www.jelfmotorsport.com

Jelf Insurance Partnership



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