

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

January 2017



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

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

[Snetterton PCA
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 19th January for the Natter & Noggin

Diary Dates

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

Friday 27th January
 12 Car Round 3
 B & H

Wednesday 1st February
 Management Meeting

Sunday 12th February
Holbecks Park Trial
West Suffolk Motorsport Club
2016 / 2017 AMSC Trials
Challenge Round 8

Thursday 16th February
 Natter & Noggin at the White Horse, Trowse

Marshalling

Marshal Points:

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

Sunday 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

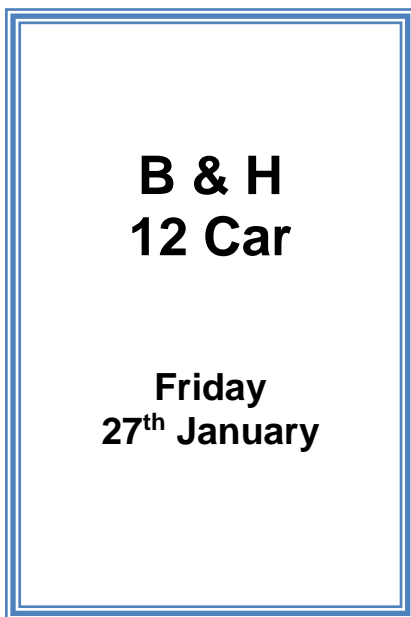
Friday 27th January
 12 Car Round 3
 B & H

Sunday 12th February
 Holbecks Park Trial
 nr Hadleigh

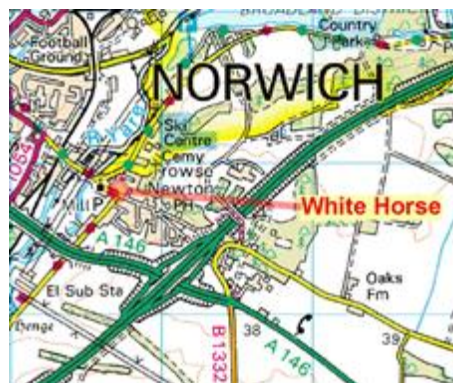
Friday 24th February
 12 Car Round 4
 Canada Garage Motorsport

Saturday 11th March
 Snetterton PCA

Friday 31st March
 12 Car Round 5
 Lyng Garage



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



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
Saturday 11 th March	PCA		Howard Joynt
Thursday 16 th March	Club night		
Friday 31 st March	12 Car	12 Car	Jonathan Stimpson
Thursday 20 th April	Club night		
Sunday 23 rd April	AutoSOLO		Martin Newson
Thursday 15 th June	Club night		
Sunday 25 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 20 th July	Club night		
Sunday 30 th July	Targa		Martin Newson
Thursday 17 th August	Club night		
Sunday 20 th August	AutoSOLO		Martin Newson
Thursday 21 st September	Club night		
Thursday 19 th October	Club night		
Sunday 12 th November	Trial		David Leckie
Thursday 16 th November	Club night		
Thursday 14 th December	Club night		

www.scon.co.uk/index.html

Editorial Chair

Welcome to 2017, the first chat from the chair in this the New Year



I am never sure if I should be looking forwards or backwards at this time of the year, so here we go again 2017 let's make it a good one.

The first event we are involved in is the Eastern Counties Motor Club car trials at Seckford Hall. This trial still has a festive feel about it with a very good entry and normally a good turn-out of marshals. Last year Christine helped out at short notice with the catering and provided loads of bacon rolls, soups and rolls for all or the entries and marshals alike. We were a little shocked at the number of spectators who turned up which meant a couple of trips to the local Tesco's for extra supplies so nobody starved. By the time that you read this we will have done it all again!

Saturday January 21st and the marshalling team is on the road again with our annual trip to Brands Hatch for the Chelmsford Motor Club Stages a round of the Motorsport News Circuit Rally Championship. This year it has a full entry 90 cars + reserves. We would welcome to our team, I know the area we have been looking which just happens to one of the best areas on the whole stage, so it will be a full-on day of fun and games.

Sunday 19th February and this event is the one that I will be in charge of all the marshalling team. The next round of the Motorsport series at Snetterton, and we do have a full entry too. It looks as if I will be needing 130+ marshals for the day and a few to help with set-up on the Saturday in the service area and on the track after a track day has finished. If you can help, please fill in the form in this newsletter and either post it to me or email it as an attachment. You can phone me for more information on 01502 716280.

Next month I will try to give you news of all the events for 2017.

Five speeding ticket myths busted

The police have to send photos from the speed camera. If they don't, the ticket will be dismissed

FALSE

When you receive a notice of intended prosecution for speeding, whether the police send photos from the speed camera to you or not is completely at their discretion. Sometimes they will send them to you, either physical copies or via a code to see the pictures online, but they aren't obligated to send you anything, although you do have the right to request them. Even if you don't receive any photos, you still have to reply and confirm whether it was you driving the vehicle or not. Failure to reply within 28 days means you're legally failing to provide driver details, an offence which will land you with six penalty points and a hefty fine. However, if you challenge the case and it goes to court then the prosecutor will often send you the photos and you might even have the right to request them.

You can't see who was driving from the photos, so the police can't prove it was me

FALSE

The purpose of the speed camera photos is to identify the vehicle and not necessarily the driver; simply saying that the photo doesn't show the driver's face won't help you. When a notice is issued, the police will ask the vehicle's owner to confirm whether they were driving the vehicle or not, with refusal to comply resulting in six points on your licence and up to £1,000 in fines. If you have denied being the driver and have done everything you can to prove that it wasn't you behind the wheel, then you might have a defence. If, however, you've simply said that the photos can't prove it was you, you'll be sent to a magistrates' court for failing to provide driver details and will likely be convicted.

The police sent the notice more than 14 days after the incident, so the court will throw the case out

TRUE

This one actually happens to be true. Police have to send a notice of intended prosecution to the vehicle's registered keeper within 14 days, otherwise the driver cannot be prosecuted. However, before you get ahead of yourself, it's worthwhile knowing that there are a significant number of exceptions which could mean that the notice can be served outside the standard 14 days' limit. Some examples include if you haven't updated your address with the DVLA after a house move, if you were driving the car but aren't the registered keeper, or if there's judged to be any good reason for the notice being sent after 14 days.

If I tell the police the driver is from another country, they'll drop the case against me

FALSE

Don't expect the police to take your word for it if you claim that the driver is from outside of the UK, as they'll thoroughly investigate any case. If it's found that you're lying, you risk prosecution for perverting the course of justice, which will almost certainly result in a jail sentence. Even if you are telling the truth, then you'll be asked to prove that the foreign driver had insurance. If not, the police could charge you for letting somebody use the vehicle without insurance, which can result in between six and eight points on your licence, plus up to £2,500 in fines.

If the ticket has a mistake on it then the case will be thrown out

FALSE, PROBABLY

If the ticket issued to you has a mistake on it, then sometimes the case will be thrown out and sometimes it won't depending on the severity of the mistake. Minor spelling mistakes and errors will make no difference, as a court won't throw a case out as a result of bad spelling. However, if the error is more serious then you could be in luck, but never rely on a mistake to get you off. Instead, you should always speak with a legal expert first.

Thinking about buying a caravan or trailer?

Your first thought should be does your licence allow you to tow one with your car? Broadly speaking if you passed your car test before the end of December 1996 then you can tow a caravan of your choice providing your tow car has the capacity, more of that to follow. If you have a licence from the 1st Jan 1997 onwards then you can still tow with the right combination of car and caravan however you have a very restricted choice. You are limited to a total car and caravan weight (with both loaded) of 3500kgs. These weights need to be taken from the weight plates of the car and the caravan. They are based on the maximum weights allowed by the manufacturers and not the weight you load it to (which cannot exceed the weights on the plate). For example, if your car weighed 2000kg loaded and the caravan had a max weight of 1600kg you cannot load it so it only weighs 1500kg and be legal. Furthermore, the maximum weight of your caravan in this instance must also be lighter than the unladen weight of your car. If you look at a few cars and caravans you will see that this is a difficult combination to achieve. The best course of action if you have a later licence is to pass a trailer test, which will add a B+E category. Whilst we at Sudbury Caravans are pleased to give practical advice on towing and reversing we cannot help with lessons to pass the B+E test, we do however recommend Fliss Spink www.felicitydrivertraining.co.uk for this who has trained several of our customers. If you need clarification of your entitlement, then you can check your licence at <https://www.gov.uk/view-driving-licence>.

Email to Martin from Dick Lines after the Snetterton Grass PCA (back in the good old days, club members taking part in events organised by the club occasionally submitted a few words for publication, how times have changed! Ed)

Hi Martin,

Thanks for you & the gang for a great fun day last Sunday. Looking forward to the next one

Cheers

Dick

Great event on the smooth level grass car park on the infield just over the bridge. Open flowing tests in the main with the odd tight gate to keep you focused. Each test taking around a minute to complete. Stop astride finish line on the broken tarmac road as opposed to trying to stop on wet grass.

2 tests run 3 times each in the morning & again in the afternoon. PM test modified slightly to preserve the grass although in the same configuration. Several double drives including myself & Robin. Each driver did both tests & then swapped to the second driver.

With 12 starters, the full set of morning runs took an hour or so for everybody to complete. Time then to watch a some of the cars on the Javelin Track day on the main circuit.

With the morning runs being extremely slippery it was a case of trying to be neat & tidy & not sliding wide. Results at lunch showed me 5th & Robin 12th after my efforts on the hand brake hindered him as opposed to helping. A bit more commitment in the afternoon saw us both improve by a couple of positions.

See you in 2017

Dick and Robin Lines



*"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

Marshals Post

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

Other clubs:

Mercury Trophy 20/20 Rally on Saturday 7th January running in Suffolk organised by Chelmsford Motor Club

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

Snetterton Stage Rally on Sunday 19th February at Snetterton Circuit organised by Anglia Motor Sport Club round 5 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



www.snettertonstagerally.co.uk
www.amsc.org.uk

SNETTERTON STAGE RALLY

19th February 2017



Email: entries@snettertonstagerally.co.uk
Contact: Stanley - 07796 805 072

Preston 2016

After several failed attempts at finishing the modern version of the 'One & Only', Hugh Garnish (twice – gearbox and clutch), David Leckie (once Aair filter full of Norfolk's finest slurry), Peter Riddle (beached on Berners Heath), I do have a vague memory of a finish with Mike Lambert in his trusty Avenger back in the days when it really was a navigational road rally. This year, initially teamed up with Hugh, I ended up holding the time cards for John in his Peugeot.

For readers who have never experienced the Preston, either as a competitor or a marshal, to quote from the Regulations: *As always you are all advised to prepare yourselves, and your cars in the traditional 'Preston way'. Regulars will know what this means. If you are new to the Preston, everything that you've heard, and more, is true!*

Running under a Navigational Road Rally permit the event is unique, this year offering 150 miles in total including 90 competitive miles (95% farm tracks, stubble fields, forest tracks, mostly on private land and liberally coated in agricultural slurry). Again, quoting from a previous flyer: *Caution bumps for the next 150 miles!* Road book to get you between the tests and handouts at the start of each test, no need to clutter up the office with OS maps and sheets of navigation.

The Preston has been going, in one form or another, for 38 years and in its current format the organisation is a major logistical challenge. With my AMSC hat on, the Preston has always been a model for inter-club co-operation, the formation of the new club formalised the need for local clubs to share resources to run events. Supporting the core team of Brian, Bob, Colin and Luis were set up teams from most of the AMSC member clubs, seemingly hundreds of marshals (although we did see many familiar faces more than once), the rescue teams dotted around the tests (fortunately not required by us) and of course the men and women in their flying machines. Picking out a few from the entry list with ECMC / KLDMC / SCCoN / WSMC connections: best seat in the house for Rob Henchoz (CMC / SCCoN) co-pilot car 1, Rob Kitchen (KLDMC / SCCoN) pilot car 2, David Smalley (KLDMC) co-pilot car 3, Mark Banham & Matthew Smalley (KLDMC) car 5, Dale & Andrew Lawson (SCCoN) car 29, John Peterson (CMC / ECMC / KLDMC / SCCoN) & Percy (ECMC / KLDMC / SCCoN) car 39, Andrew & Bill Scott (WSMC) car 41, Mark Redgate & Andrew Smith (ECMC / WSMC) car 44, Neil Peterson & Will Brown (CMC / KLDMC) car 50, Neil Kerry & Rob Palmer (KLDMC) car 54 and Marcus Keeble (CMC / WSMC) & Tony Hewitt (CMC / KLDMC) car 55.

Where did we go?

Three time cards; two petrol halts; 21 tests; leg 1 – 7 tests, 24 competitive miles, 18 link miles; leg 2 – 10 tests, 44 competitive miles, 33 link miles; leg 3 – 4 tests, 22 competitive miles, 10 link miles. Tests in sequence, name, length (well, according to the time allowed on the card!), info.

1 Mildenhall, 3 miles, forest tracks with a couple of nadgery bits through the trees, fast and 'smooth-ish' (but it is all relative!).

2 Icklingham (bottom end of Berners Heath and still has the PR issue at the entrance), 3½ miles, seriously rutted, sandy and definitely NOT smooth-ish (on any measure).

3 Park Farm, 2½ miles, muddy tracks, stubble fields, couple of dips (lights) and a QZ, must have been smooth-ish, stubble fields fast

4 Herringswell, 6 miles, muddy tracks, sandy tracks, stubble fields, trees, bumpy through the trees but nothing too bad, stubble fields fast

5 Worlington, 2 miles, muddy tracks, sandy tracks, bumpy

6 Freckenham, 4 miles, muddy tracks, interesting stubble field, bumpy, stubble field very fast

7 Bay Farm, 2 miles, sandy tracks, very bumpy

Petrol

8 Twelve Acres, 3 miles, reverse run at test 1, very fast on the forest tracks, very sandy and rutted on the bends, nadgery bit in the opposite direction through the trees

9 Santon, 2 miles, forest tracks, very fast

10 Santon Warren, 2½ miles, forest tracks, very fast

11 Croxton, 4½ miles, forest tracks, very fast, awesome i

12 Wretham, 3½ miles, muddy tracks, sandy tracks, bumpy bits, stubble fields (scrubbed from the results, not sure why)

13 Larkshall, 2½ miles, sandy tracks, bumpy tracks

14 Brettenham, 6 miles, forest tracks, bumpy tracks (one bump in particular!), yellows, tarmac whites

15 Harling, 4 miles, forest tracks, logs, ruts, very bumpy, yellows, farm tracks, very fast

16 Euston, 2 miles, sandy tracks, trees, bumpy, fast

17 Sparrow Hall, 3 miles, sandy tracks, trees, bumpy, fast

Petrol

18 Fox Pin, 2½ miles, sandy tracks, very fast, potholes from hell, not so fast

19 Ingham, 4½ miles, sandy tracks, stubble fields, very fast, awesome ii

20 Kings East, 6 miles, forest tracks, muddy tracks, logs, deep ruts, very fast (lost a loop at the last minute but the amendment was well handled by the marshals)

21 Summerpit, 3 miles (top of Berners Heath), muddy tracks, sandy tracks, trees, ruts, very bumpy through the trees

Finish

Format:

An enormous effort went into laying out the tests making it almost idiot proof, please note the 'almost' qualifier. Every junction on the tracks was arrowed, arrows were well placed (in previous years' arrows had disappeared by the time the Novices arrived). The stubble fields were gated and arrowed. As for the forest tracks, every junction was arrowed and numbered. A big thank you to the nine Friday set up crews, in particular Tony Burchnall & Dave Lyes who set up Icklingham and East Harling, and then of course they had to dismantle them on Sunday.

Code Boards:

My only negative on the event, although trivial and a bit picky. I'm from the old school where route checks were meant to show that you followed the correct route, not to try and take the odd second out of crews by making them difficult to read, one in particular, on a 90L, was very easy to miss and when missed required a bit of reversing against rally traffic.

Timing:

In previous attempts the lasting negative memory was the further down the entry you ran the more likely you were to go OTL, not because you were slow or had problems but time slipped away queuing. This year this was resolved, ample make up time after each test. The downside to this was any car(s) passed in the test started the next one back on their scheduled minute and back in front.

Friendly faces:

Paul: Noise

Keith & Nick: scrutineering, Nick: Freckenham SC and Euston iRTC

Colin: signing-on

Paul & Ian: Icklingham iRTC and Santon iRTC

Nick & Chloe: start Worlington, start Croxton and start Kings East

Mark: Worlington PC

Jonathan, Trevor & Alan: Bay Farm iRTC, start Euston and Summerpit PC

How did we do?

Steady run up to first petrol, nearly! Running in a Skoda / BMW butty only incident was finding the Skoda beached in the middle of a sandpit with banks and undergrowth on both sides, John picked the right-hand bank and we were lucky to find nothing lurking in the undergrowth as we squeezed past and back onto the track, possibly on Herringswell. What was that about it being idiot proof? Well, one very experienced navigator came out of Freckenham and for reasons that are still unknown became absolutely and embarrassingly lost! For some reason, I convinced myself that we needed to turn left out of the test, even after driving around in circles for 20 minutes I still couldn't fathom out why we couldn't find the start of the next test. The fact we didn't see any other rally traffic should have been a bit of a clue! Drove back to the end of the test to find Andrew & Bill cleaning lights, a quick chat and the error of my ways was pointed out. No damage done, apart from the ego, but it did mean we only had time for a quick splash at petrol, handed the first card in on our scheduled departure minute.

Second time card and the wheels came off. Everything was well until the 'relaxed link' across the A11 on Brettenham. After the A11 is a short, bumpy white to a Give Way T junction onto a yellow. John lost focus for a second, and that is all it takes, instead of a tad of middle pedal we had a heavy tap on right pedal launching us into a Peugeot eating pot hole, stood the poor beast on its nose, John was convinced we had damaged the lights as the bonnet seemed to be showered in glass, oh how it hurt, the next few miles were painful. Surprisingly the car took it a lot better than the crew, the only noticeable damage was the passenger window was no longer sitting in its runners. Tried the window with a gap at the top but this was impossible for the marshals so went for a chilly rest of the night.

Third time card and we were in get to the finish mode. John taped the window open and off we went. Struggled to find the entrance to Foxpin, I have travelled it before, competing and marshalling, but always from the other end. Foxpin has always been rougher than a rough thing on a rough night, and it hadn't changed. Summerpit was also a struggle for the two invalids, but we made it to the finish, job done.

How did the picks from the entry list do?

Car 1: Rob H, 3rd o/a (puncture on Foxpin dropped them from 1st o/a)

Car 2: Rob K, 7th o/a (missed slot on Summerpit dropped them from 2nd o/a)

Car 3: David S, 8th o/a

Car 5: Mark B & Matthew S, DNF, no drive, Santon Warren

Car 29: Dale & Andrew L, 37th o/a, alternator problems, cut to finish

Car 39: John P & David B, 26th o/a

Car 41: Andrew & Bill S, 32nd o/a

Car 44: Mark R & Andrew S, 22nd o/a and a pot for 3rd Novice

Car 50: Neil P & Will B, 31st o/a

Car 54: Neil K & Rob P, 35th o/a

Car 55: Marcus K & Tony Hewitt, DNF, exhaust, second petrol

Quote of the night: Jonathan at the start of Euston, fast and smooth, well it might have been when he arrived but by the time 75 cars had been round smooth it was not! I hear you query 75 cars, well no lapping this year but a couple of tests were used twice and the Euston and Sparrow Hill tests shared the same tracks for 75% of the route.

Biggest disappointment of the night: Losing my pen at the start of Kings East.

Not a bad night for a couple of wrinklies, combined age of the crew may have been up there challenging for a podium spot for an oldest swingers in town award, or possibly, after a comment from the marshalling senior of the Peterson Juniors, oldest pussies in town.



Couple of snaps from the 2016 'marshalling' album



Thanks to Andy Manston for the photos

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 B & H

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!

P & H Novice 12 Car

o/a	Car	Class	Driver	Navigator	Fails	Mins	o/a	Class
1	6	N	Garth Collier	Michael Collier	1	-	1 st	-
2	4	N	Andrew Scott	Bill Scott	1	20	2 nd	1 st
3	5	N	Paul Brunton	Nick Wale	3	4	3 rd	2 nd
4	7	N	Ben Cutting	Dominic Kiddy	5	4	4 th	3 rd
5	8	B	Alan Kirkham	Kate Hodge	7	25	5 th	1 st

1	E	John Peterson	Matthew Smalley	1	7	-	1 st
2	I	Dale Lawson	Andrew Lawson	2	15	-	1 st
3	I	Jonathan Stimpson	David Burlingham	2	23	-	2 nd

'Organisers' view of the event from the scorer's hutch.

After the postponement from the original October date the new date was always likely to suffer from post-Preston issues (cars and crews), the low entry while being disappointing was not unexpected. The calculators are still out but the more senior club members are fairly confident that this was at least the 25th year that the event has been sponsored by Pat & Henry Fairhead, thank you.

David L came up with the route, he was also responsible for the navigation although this was computerised by David B and checked by Ian D. Boards were put out by the two Davids on Friday afternoon and we were surprised by the number of dog walkers encountered on the route, special mention to the two individuals dressed completely in black and walking a black terrier between Honing and the Radar Museum. David L signed on the competitors and David B the marshals. The two Davids looked after TC1 and then retired to the club house before setting off on their massive trek to look after the final control, TC9, on the infamous Honing triangles. As with the competitors the marshals were another example of good things come in small packages. Thanks to Paul & Bryan (TC2), Gordon & Frances (TC3 & CC TC1 - TC4), Howard & Bernie (TC4 & CC TC4-TC9), Mike (TC5), Jez (TC6), Ian & Christine (TC7) and Peter (TC8).

Eight starters and eight finishers, always a reassuring end to the evening. Another big plus was ending up with a clear victor, very well done to Michael for guiding his dad around with no problems, the perfect evening only spoilt by dad missing one of the boards! I'm certain that the victory for Michael will be the first of many. Pleased to take time out of all the other crews, surprised that everyone dropped at least one board, the navigation was intended to be straight forward. The navigation was basically the same for all classes (apart from the road book for the Beginners), all plot & bash for Experts and Intermediates, pre-plot for the Novices (apart from two plot & bash sections (TC2-TC3 & TC7-TC8)). There should have been an opportunity for everyone to recover some time at TC7 and the sections TC1-TC2 & TC5-TC6 were slackly timed (less than 30mph) because they went through built up areas.

Thanks again to Pat & Henry for their support providing the hall, awards & food, the staff at the hall, marshals and competitors.



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	26 th March	Ivinghoe Aston	FMC

2017 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	23 rd April	tbc	SCCoN
2	4 th June	Wethersfield	CCC
3	9 th July	Woodbridge	MCAC / GBMC
4	20 th August	tbc	SCCoN
5	24 th September	Wethersfield	WSMC
6	22 nd October	Debden	WSMC

2017 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	19 th March	Wethersfield	CMC
2	7 th May	Woodbridge	WAC
3	30 th July	tbc	SCCoN
5	2 nd September	Debden	WSMC / WAC
6	8 th October	tbc	KLDMC
4	5 th November	Wethersfield	CMC

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

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



Sunday 11th December 2016

Snetterton Circuit

A GREAT SUCCESS

Thank you to everyone who supported the event especially Howard Joynt & Jamie Hopper. Howard for letting the majority of the entry loose in his fleet of Micras and Jamie for allowing us to plough up one of his car parks. The aim was to provide a fun day of mildly competitive motor sport and in my opinion the organising team did a fine job.

The good news is the club has been invited back, this time for a Tarmac Production Car Autotest (see next page)

Thank you to the marshals: Alan & Bryan on Test 1; Howard, Bernie, Paul & Christine (when not catering) on Test 2

For those interested here are the results:

Driver	Car	Secs	Driver	Car	Secs
Dale Lawson	Nissan Micra	617	Tom Leckie	MG ZR	705
Andrew Lawson	Nissan Micra	631	Bill Saunders	Nissan Micra	705
Dick Lines	Toyota Yaris	647	David Leckie	MG ZR	716
Peter Riddle	Nissan Micra	653	Robin Lines	Toyota Yaris	754
Garth Collier	Renault Clio	683	Tom Saunders	MGB Roadster	755
Martin Newson	Nissan Micra	684	Gordon Shipley	Peugeot 306 XSi	761

S n e t t e r t o n P C A



Saturday 11th March 2017

Snetterton Circuit

ENTRIES OPEN

After the success of the Grass Production Car Autotest held on Sunday the 11th December, can't have done too much damage to the car park, the club will be back again on Saturday 11th March, again with thanks for the continued support from Jamie Hopper, the Snetterton Circuit Manager.

The club will be sharing the venue with a 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 tarmac (100 circuit car park) 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 March



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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