

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

February 2017



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2017

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## SNETTERTON STAGE RALLY

### 19th February 2017

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

[Canada Garage Motorsport 12 Car  
Regs & Entry Form](#)

[Snetterton PCA  
Regs & Entry Form](#)

[Awards Evening  
Menu & Booking 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 16<sup>th</sup> February for the Natter & Noggin

## Diary Dates

Wednesday 1<sup>st</sup> February  
Management Meeting

**Sunday 12<sup>th</sup> February  
Holbecks Park Car Trial  
West Suffolk Motorsport Club  
2016 / 2017 AMSC Trials  
Challenge Round 8**

Thursday 16<sup>th</sup> February  
Natter & Noggin at the White Horse, Trowse

Friday 24<sup>th</sup> February  
12 Car Round 4  
Canada Garage Motorsport

Wednesday 1<sup>st</sup> March  
Management Meeting

**Sunday 11<sup>th</sup> March  
Snetterton PCA**

Thursday 16<sup>th</sup> March  
Natter & Noggin at the White Horse, Trowse

**Sunday 19<sup>th</sup> March  
Wattisfield Car Trial  
West Suffolk Motorsport Club  
2016 / 2017 AMSC Trials  
Challenge Round 9**

**Sunday 26<sup>th</sup> March  
Ivinghoe Aston Car Trial  
Falcon Motor Club  
2016 / 2017 AMSC Trials  
Challenge Round 10**

## 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 12<sup>th</sup> February  
Holbecks Park Car Trial  
nr Hadleigh

Friday 24<sup>th</sup> February  
12 Car Round 4  
Canada Garage Motorsport

Saturday 11<sup>th</sup> March  
Snetterton PCA

Sunday 19<sup>th</sup> March  
Wattisfield Car Trial  
nr Diss

Friday 24<sup>th</sup> March  
12 Car Round 5  
Lyng Garage

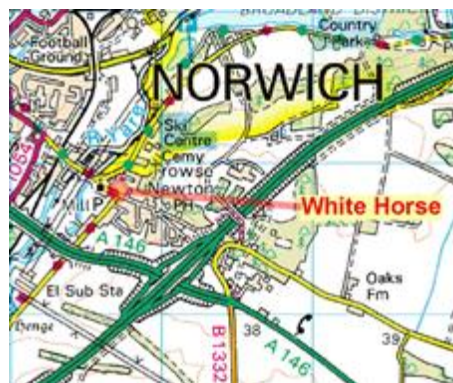
Sunday 26<sup>th</sup> March  
Wethersfield Targa  
MDPGA Wethersfield  
nr Braintree

Sunday 26<sup>th</sup> March  
Ivinghoe Aston Car Trial  
nr Tring

## Canada Garage Motorsport 12 Car

**Friday  
24<sup>th</sup> February**

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



2017 Dates	Event	Champ.	Contact (s)
Thursday 19 <sup>th</sup> January	Club night		
Friday 27 <sup>th</sup> January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 <sup>th</sup> February	Club night		
Friday 24 <sup>th</sup> February	12 Car	12 Car	Mark & Lorraine Annison
Saturday 11 <sup>th</sup> March	PCA		Howard Joynt
Thursday 16 <sup>th</sup> March	Club night		
Friday 24 <sup>th</sup> March	12 Car	12 Car	Jonathan Stimpson & Rob Kitchen
Thursday 20 <sup>th</sup> April	Club night		
Saturday 22 <sup>nd</sup> April	Annual Dinner & Awards Evening		Pat Ward
Sunday 23 <sup>rd</sup> April	AutoSOLO		Martin Newson
Saturday 11 <sup>th</sup> June	Scatter		Howard Joynt
Thursday 15 <sup>th</sup> June	Club night		
Sunday 25 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 20 <sup>th</sup> July	Club night		
Sunday 30 <sup>th</sup> July	Targa		Martin Newson
Thursday 17 <sup>th</sup> August	Club night		
Sunday 20 <sup>th</sup> August	AutoSOLO		Martin Newson
Thursday 21 <sup>st</sup> September	Club night		
Thursday 19 <sup>th</sup> October	Club night		
Sunday 12 <sup>th</sup> November	Trial		David Leckie
Thursday 16 <sup>th</sup> November	Club night		
Thursday 14 <sup>th</sup> December	Club night		

[www.scon.co.uk/index.html](http://www.scon.co.uk/index.html)

SPORTING CAR CLUB of NORFOLK  
ANNUAL DINNER & AWARDS EVENING

Saturday 22<sup>nd</sup> April 2017

**Stower Grange Hotel**  
**40 School Road, Drayton, NORWICH NR8 6EF**

7pm for 7.30pm

Three course dinner

Annual awards presentation

Dancing to DJ Dan Webster, till late

Book your evening through the organiser Patrick Ward.  
Tickets £29.50 per person, please state if you have any request due to allergies or dietary needs, again please tell me well in advance so I can let Roger, or Sally Fannon know.

If anybody wants to do a short testimony to the late Jack Sears or Chris More, please let me know and I will tell the club Chairman Martin Newson.

Also, if you have any pictures of Jack and Chris we can do a picture memory lane board, can you please send them to me by post or email.

If you want to stay over the Grange has accommodation, but request you book this yourself through the hotel or a comparison website.  
Hotel - phone: 01603 860 201 email: [enquiries@stowergrange.co.uk](mailto:enquiries@stowergrange.co.uk)

Patrick Ward  
5 Gunton Road, Wymondham, NORWICH NR18 0QP  
07880 703 568 before 9pm please  
[pward23@sky.com](mailto:pward23@sky.com)

## 1967 Jaguar 240 For Sale



The Jaguar 240 succeeded the famous Mark II model and was essentially the same car updated with slimmer bumpers. This example in Warwick Grey has been entered in ten SCCON Midsummer Classic Car Runs, most recently in 2014. It has the 2.4 litre version (2483cc) of Jaguar's classic twin overhead camshaft in-line 6-cylinder engine. The factory quoted the top speed as 105 mph so this 50 year old car has no trouble keeping up with modern traffic. It is in generally good condition both inside and out and it has the desirable manual gearbox with overdrive. A new cloth headlining has been fitted to a high standard. The advisory items from the last MOT have been attended to and the car starts 'on the button'. All enquiries to: 01603 408758



## 2016 AMSC Targa Challenge

### Awards Presentation & Inter-club Quiz

Wednesday 15<sup>th</sup> March 2017



Horringer Community Centre, The Street, Horringer, Bury St Edmunds. IP29 5RU

Hosted by West Suffolk Motorsport Club

Quiz Master Paul Brewerton

Teams of 4 for a light hearted mix of car-related & non-car-related questions  
7:30 for an 8:15 start

Please contact Martin Newson for further information

 01502 716 280

 [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

## Thomas Henry Blyth

1920 - 2017

Thomas Henry Blyth, known as Tom has died peacefully on 10th January at the age of 96. Tom was an early member of the Sporting Car Club of Norfolk during the 1950's and 60's and he enjoyed competing in motor sport events run by SCCON, Kings Lynn and District Motor Club and the Eastern Counties Motor Club. During the time when Tom was a member, SCCON used to meet at 'The Cottage' public house on Thunder Lane in Norwich.

Tom grew up in Foulsham where his father was a builder and after he left school, Tom started a training course in building at Norwich College. But war intervened so in October 1940, three days before his twentieth birthday, he enlisted in the Royal Engineers. His wartime service in North Africa, Sicily, Italy and France involved the rebuilding of many bridges and structures that had been destroyed by enemy forces and he was fortunate to survive his troop-ship being torpedoed off the coast of North Africa. After the war, he never forgot his wartime comrades and he wore his medals with pride.

He liked driving unorthodox vehicles and developed a strong interest in World War II military vehicles. During the 1970's he built up a fine collection that included: a Willys Jeep, a tracked Universal Bren Gun carrier, a Bedford 1-ton truck, a V8 Ford WOT6 4x4 3-ton truck, an Austin K6 gantry 6x4 breakdown truck, a Daimler scout car and a Morris Quad that towed both a limber (an ammunition trailer) and then a six-pounder anti-aircraft gun behind the limber. After the war Tom had returned to the family building firm at Foulsham and the yard provided a good place to keep them. Another benefit of being back in the building trade was that he met his future wife Barbara who was the secretary of one of his building clients.

When the Muckleburgh Collection was founded at Weybourne in 1988, Tom gave several of his military vehicles to be displayed there where they can still be seen when the museum is open during the warmer months.

He was well respected in the building trade and was elected to become President of the Norwich branch of the National Federation of Builders. He had moved from Foulsham to Holt where he joined various charitable organisations: the Holt Round Table, the 41 Club and the Rotary Club who awarded him a very rare commemorative medal for 50 years of continuous membership.

He also enjoyed sailing his wooden Enterprise dinghy (the one with the blue sails) around Morston and Blakeney and his younger son Michael remembers that his Dad would occasionally mis-time the tides and then the family would have to drag the yacht back up Morston creek through shallow water and lots of mud!

Tom continued to be an enthusiastic driver into his eighties, taking many holidays throughout Europe.

Tom's son Michael, who kindly provided most of this information, still has vivid memories from a very young age of watching his father competing in his MG saloon against the likes of Ted

Cleghorn and Brian Bush on various ex-wartime Norfolk airfields. When he was six years old his Dad won SCCON's Pancake Rally and Michael's mother Barbara still has the trophy - an inscribed wooded box, probably intended as a cigarette box. It is shown in the accompanying photo



Tom won many more awards on SCCON events, mainly inscribed tankards and ashtrays and these are now treasured by Barbara. They include:

1957	Novices Rally	1959	Pancake Rally
1958	Driving Tests	1960	Anagram Rally
1958	Clover Leaf Rally	1960	Pancake Rally
1958	Ten Test Rally	1960	Club Driving Championship
1959	Signpost Rally		

A few former members of SCCON remember how much Tom enjoyed being a member of SCCON and the modern day Sporting Car Club of Norfolk wishes to send our sincere condolences to Tom's wife Barbara, sons Richard and Michael, daughter Amanda and to all his wider family and friends.

Peter Riddle  
February 2017



## Marshals Post

**Upcoming club events:** Canada Garage Motorsport 12 Car, Lyng Garage 12 Car, Snetterton PCA

**Other clubs:**

**Snetterton Stage Rally on Sunday 19<sup>th</sup> February at Snetterton Circuit organised by Anglia Motor Sport Club round 5 of the Motorsport News Circuit Rally Championship**

**Wattisfield Car Trial on Sunday 19<sup>th</sup> March based at Wattisfield (nr Diss) organised by West Suffolk Motorsport Club**

**Wethersfield Targa on Sunday 26<sup>th</sup> March based at MDPGA Wethersfield (nr Braintree) organised by Chelmsford Motor Club**

**Ivinghoe Aston Car Trial on Sunday 26<sup>th</sup> March based at Ivinghoe Aston (nr Tring) organised by Falcon Motor Club**

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



## Javalin's Jumbo Targa Rally

Sunday 26<sup>th</sup> March 2017

Marshals MUST register on the CMC website



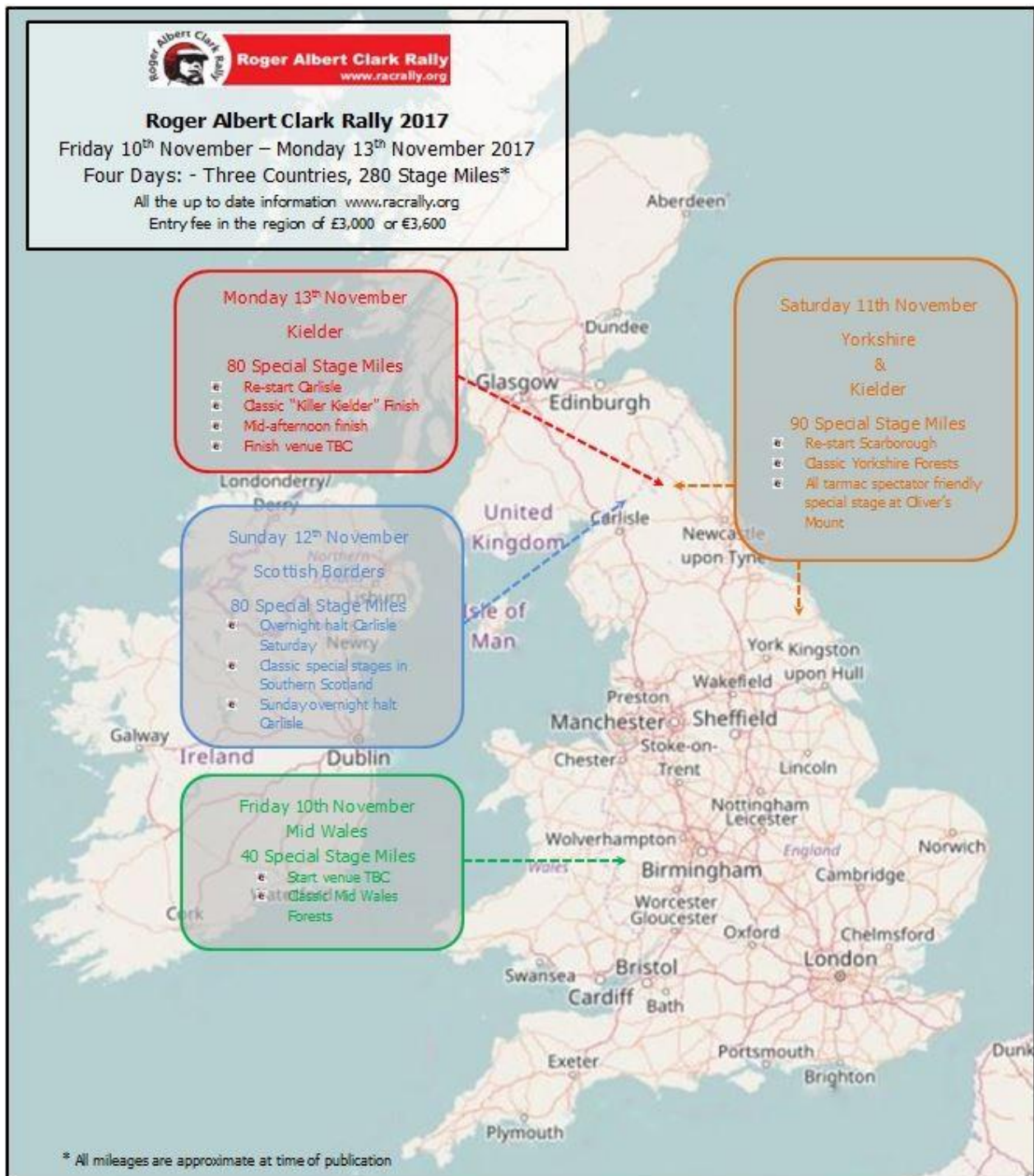
[www.snettertonstagerally.co.uk](http://www.snettertonstagerally.co.uk)  
[www.amsc.org.uk](http://www.amsc.org.uk)

# SNETTERTON STAGE RALLY

## 19th February 2017



Email: [entries@snettertonstagerally.co.uk](mailto:entries@snettertonstagerally.co.uk)  
Contact: Stanley - 07796 805 072



If you would like to marshal the Chief Marshal is Joy Hewson [joyhewson@googlemail.com](mailto:joyhewson@googlemail.com).

Marshals must have passed their MSA accreditation and have their 2017 MSA marshals card.

Paul Doodson will be there flying the club flag as part of the North West Kent MC team led by John Caryl ([johncaryl@btinternet.com](mailto:johncaryl@btinternet.com)) who has arranged a hotel in the Kielder area at very advantageous rates. Kielder is just a bit north of Norfolk, by the way.

For more information please contact Paul on 01953 450 281 / 07557 731 816).

Dates for the Diary - Early Warning

**March Hare Classic Reliability Trial**

Sunday 5<sup>th</sup> March

The only Classic Reliability Trial to be held in the Chilterns

Organised by Falcon Motor Club

Club members are invited to compete on the event

More information available on the Falcon Motor Club [website](#)

**Ivinghoe Spring Car Trial**

Sunday 26<sup>th</sup> March

Ivinghoe Aston nr Dunstable

Organised by Falcon Motor Club

Club members are invited to compete on the event

More information available on the Falcon Motor Club [website](#)

**Navigational Scatter**

Sunday 11<sup>th</sup> June

Organised by Howard Joynt & Bernie Fox

More information will be published in the Newsletter and on the [website](#)

## WHO IS PERCY?

SCCON's webmaster goes under the pseudonym of 'Percy' and he writes articles for Spotlight about his road rally navigating exploits. But who, or what, is Percy?

I was recently reading Griff Rhys Jones autobiography entitled 'Semi-Detached' in which he describes a 'Percy' that he once knew. During his schooldays in Essex, Griff's science teacher was a Mr. Gilbert who had the nickname 'Bilge', and Bilge kept Percy in one of his jacket pockets. Mr. Gilbert's Percy was a length of flexible rubber tubing as used for the gas supply to Bunsen burners and Bilge used it to administer corporal punishment in the form of a sharp clip round the ear from Percy applied to any boy who wasn't behaving himself. Today's school kids don't know how lucky they are, do they? A short time after writing 'Semi-Detached', Griff Rhys Jones appeared in a series of BBC TV programmes that described the restoration of his 200 year old cottage in Pembrokeshire called Trehilyn Isaf. In the middle of prime West Wales road rally territory at O.S. map reference 157/903381, it is now available for holiday rents. My wife Tara is half Welsh and her Data ('Data' means Grandfather in Welsh) went to school at Henner Cross just two miles from Griff's cottage. Her Welsh grandparents Benjamin and Margaret Griffiths lie in the graveyard of Harmony Chapel only 250 yards from Trehilyn Isaf.

Another Percy was the 1971 comedy film of the same name. The main character Edwin, played by Welsh actor Hywel Bennett, loses his manhood in an accident and has transplant surgery to replace it. His new 'Percy' has a will (willy?) of its own and leads him into various amorous escapades. The film has a tenuous connection to Norfolk because one of the leading roles was played by the Swedish actress Britt Eklund, who maintained connections with Lotus over many years. In 1964 her husband Peter Sellers, bought her a Shapecraft Lotus Elan with a very pretty (and very expensive) aluminium fastback body. It was registered APJ2B and it was Britt's first car.

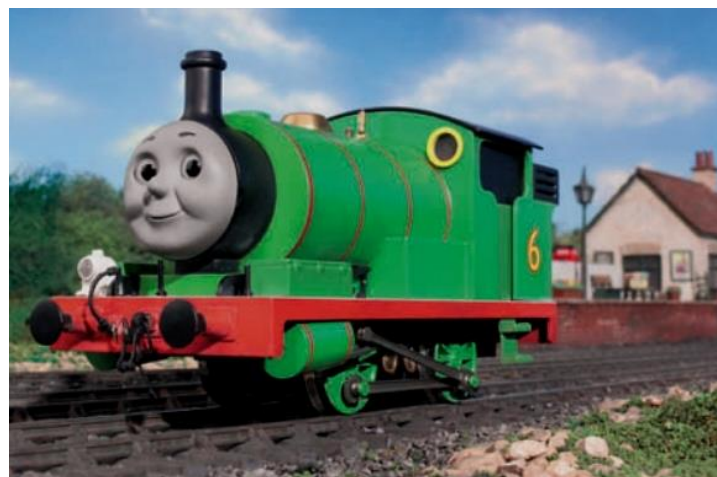


Britt had fond memories of her Elan and went on to help Lotus with their advertising by appearing in several photo-shoots with Lotus cars. When the 1977 James Bond film 'The Spy Who Loved Me' featured the underwater Lotus Esprit, Lotus already had their own Bond girl because Britt Eklund had starred with Roger Moore in 'The Man with the Golden Gun' only three years earlier.

Britt's most recent visit to Lotus at Hethel was in 1995 when the 50,000th car that Lotus produced (a front-wheel-drive Lotus Elan S2) was donated to Prince Charles' Prince's Trust charity. Britt was the celebrity guest at the presentation ceremony and the charity later auctioned the Lotus, raising £65,000 for their funds.



But my favourite Percy is the small green engine in the 'Thomas the Tank Engine' series of children's books. The Rev. W. (Wilbert) Awdry wrote the first book in his Railway Series in 1945 and went on to write 41 more. In the 1950's, Awdry worked as a volunteer guard on the Talylyn narrow-gauge railway and he said that Percy, a rather accident-prone little character, was based on saddle-tank engines like those on the Talylyn line. This railway had been constructed in 1866 to carry slate from a quarry at Bryn Eglwys to the coastal town of Towyn (now Tywyn) that lies to the north-west of Machynlleth. In the 1970's I navigated on several all-night road rallies in this area - more very fine Welsh rally roads.



Percy the small engine

In 1934, L.T.C. Rolt, known as Tom was one of the founding members of the Vintage Sports Car Club and three years later he established the Prescott hill-climb course. After the war he was a founder member and the first secretary of the Inland Waterways Association and in 1968 he was one of the instigators of the Ironbridge Gorge Museum Trust. This multi-venue museum

captures the history of the Industrial Revolution and it is now a World Heritage Site. Tom was quite a chap - though he was never called Percy!



A saddle-tank engine on the Talylyn line

In 1951 Tom Rolt led a group of enthusiasts who formed the Talylyn Railway Preservation Society whereupon this line became the first preserved historic railway line in the world.

Back to SCCON and, until recently, I had no idea where David's 'Percy' pseudonym had come from. That is until Martin, our chairman, told the story during the SCCON prize-giving at our 2016 Christmas Natter and Noggin, and thus gave the game away.

Martin told us there was a pig farm behind David's house when he first moved in quite a few years ago. So, to commemorate the historic use of the site, and to provide a guard to watch over his property, he installed a very fine stone pig called Percy atop his entrance wall. The pig farm is long gone, but the stone pig stays loyally at his post.....



And here he is - SCCON's 'Percy'

Peter Riddle - January 2017

## Mercury Trophy 20 / 20

Percy

Out with John to represent ECMC on the second running of the annual AMSC Inter-club 20 / 20. Six clubs on the entry list with 4 crews from CMC, ECMC, SCCoN and WSMC, 3 crews from KLDMC and 1 crew from CCC. On offer, a 100-mile trip around some of the less well known Suffolk lanes, best 3 finishers from each club to count with the trophy going to the team with the lowest score (1 for 1<sup>st</sup> o/a, 2 for 2<sup>nd</sup> etc.). Same organising team as 2016 with Colin at the helm ably supported by many familiar faces representing most of the clubs in the AMSC. An early start, first car away at 19:01, from Amazon Cars (thanks to Rob & Emma) with car 1 scheduled to finish at 22:30 (ish) at the Beaconsfield Arms in Occold. Met up with John at the pub and set off to the start, via Harleston for petrol, the Peugeot is a thirsty beast, for scrutineering and documentation. On the trip to petrol it was obvious we were one spotlight short of a full set, swiftly rectified at the start, John impressing Rob with his collection of spare bulbs!

We had the dubious honour of running at car 1, based on the fact that John was the highest placed finisher from the 2016 event, so it was all his fault! The run to the start had hinted at fog, we're not keen on fog, possibly not to be our night as most of the route suffered from poor visibility varying from mist to thick patchy fog. Handout 1 and 2 grid references for the 10½ miles to TC2 via a couple of triangles and a sneaky approach to TC2. Not usually very good with grid references but two is just about manageable. Triangles on the 3<sup>rd</sup> and 4<sup>th</sup> junctions, well I'm OK at counting (up to 10 anyway) and my abacus had the second one on the 5<sup>th</sup> junction. Fog came down and John was left to 'drive it as you see it' as I focused on the significance of the sneaky approach. The unexpected appearance of the T junction in 2675 prompted a request for a bit of help in the fog, we had already pulled over to let Gordon & Brian past, coped with the cattle grids and gates in Chippenhall Green and I was fairly confident that I had the correct route. Two surprises in 2779, no board on the triangle followed closely by our second sighting of Gordon & Brian travelling in the opposite direction. Into TC2 with time to spare, entertained by Robert & David's manoeuvres attempting not to approach the control WD. So far so good.

Handout 2 and map features to TC3. Section included a white which has been used on SCCoN 12 cars and I'm sure Julian & Simon Riley will fondly remember the bends in 2879. John & I nearly joined the hall of shame on the 90R / 90L hidden under the bridleway dot. Handout 4 and squashed junction instructions to TC4, not difficult but a challenge for my ancient peepers. More familiar SCCoN 12 car country as we passed Waveney Mushrooms premises, I think David stopped there for a chat with his sister-in-law as she was out auditioning for the 'upset lady in the road waving a torch' part. No problems apart from a senior moment on the map fold as I forgot the 'ignore NTRs' rule. Still clean at TC4.

Handout 4 and back down to earth with a bump. Four numbers (16, 50, 71, 104), spot heights - perhaps, but 104 was going to be a struggle in Suffolk, and five squares containing triangles, and a bit about a railway. Picked out SH 16 but sat for a while, opted to follow Bob & Brian who seemed to know where they were going. Penny dropped as we approached Mettingham Castle, Bob pulled over and we were back to first on the road, after a couple of wasted trips round triangles I asked John to pull over so that I could pick out exactly where the triangles were and find the third spot height. The numbers represented SHs 16, 34, 21 & 33, hats off to the organisers with the first two SHs within the first mile and the final two in the last mile of a 9-mile section. Passed by Ben & Ed towards the end of the section and we followed them into TC5, end of the clean sheet with 4 minutes on the score board.

Handout 5 and all the wheels came off, straight forward herringbone, I managed to over complicate things and sent John off in the wrong direction, went right and should have gone left at the first junction. Two miles without a board, back track and try the correct route, sad thing is the first board was only ½ mile from where we turned around! The extra 4 miles travelled was only going to have one outcome at TC6 and another Brucie Bonus of 4 minutes. Handout 6 and a set of neutered and guillotined tulips to TC7, heading south over the Yox and then the Adle to the control just outside Rendham. Early into the control, decided to use the time for a comfort break for John and some serious map folding for me. I think at this point we were still running third on the road, which was a surprise. Handout 7 and squashed grid lines to



MTC8, triangle on the 3<sup>rd</sup> junction although my abacus disagreed coming up with 4<sup>th</sup>, no problems on this section although I think we went an awful long way without a board, I was confident we were right, John not so! Possibly should have recovered some time here but opted for the laid-back approach and chatted instead.

Handout 9 and some clock face junction instructions to TC9, my old-school approach came up with approach on the minute and depart on the hour, but chatting at the finish the modern approach is just to visualise the junction and wing it. Time for another chat and confirmation that we were still running third on the road behind Bob & Brian and Ed & Ben. We enjoyed the bendy bumpy watery road through 3154 with TC9 not a million miles away from MoD Woodbridge. Handout 10 and probably the most interesting section from my seat. What could be easier, pass 8 farms, couple of triangles, nice chunk of pre-plot black spot to help, oh yes, and a bit of white! One of the advanced skills in plot & bash is to try and do your plotting when the driver doesn't need your assistance for his bashing. Probably the worst fog of the night didn't help things, we were really lucky not to have a serious wrong slot as at almost every junction my eyes and brain were somewhere else, short trip up the tempting bridleway in 2655 followed by an extended chat with a local who wasn't impressed with somebody using 'his' yellow, eventually flummoxed him by trying the 'hand over the map and ask where we are as we're lost in the fog' option from the pacifying locals manual. Took me a while to locate the final farm but where was the white? Got John to park up so I could have a 'close' look at the map and there it was, last farm needed a sneaky loop down a short white. Another 4 minutes on the board.

Handout 11 for a short neutral through Debenham to TC12 and boy o boy did I make a mess of this one. Switched off through the middle of Debeham, missed the slot left onto the yellow and then only saved from a serious entry into the hall of shame by a NTR sign. Handout 12 and some green dots, spot heights and a triangle to TC13, moment of panic at the possibility of a shoe and sock removal as the first bit needed a count to 15 (but I improvised). 15 green dots, avoid 5 green dots, 8 green dots, spot heights 44, 58 and 58, but where was 44? More sneaky navigation, small loop onto 155 and the double use of the crossroads in 1367 (well obscured by Whitebarn Fm), when we arrived at the junction it is obviously staggered but it does look like a crossroads on the map! That section was possibly meant to be the organisers sting in the tail but I went one better creating my own as I made a total b\*lls up of the final section, junction road colours and my only excuse was another is it or is it not a crossroads in Bedingfield, but it's a poor one. Another extra 5 miles as we got to the 30 in Occold without a board and back tracked, another foggy section and stuck behind a local, serious senior moment costing another 5 minutes.

Into MTC14 after a steady run round, no great dramas, with 17 minutes on the sheet, two stupid errors by me, one penalty due to the navigation and the Farm section penalty down to just about everything in my navigator excuse book. Lonely night, only saw 3 other cars until being followed into MTC14 by Tony & Will.

18 starters and 16 finishers (mal-de-nav and more punctures than spares). Punctures seem to have been a common theme, one or two curbs but I can't remember any seriously pot holey bits. Some crews fared better than others, wide spread of penalties at the finish from the winners on 0 fails and 0 minutes to last classified finisher on 45 fails and 19 minutes. Total penalties for all sixteen finishers was 249 fails and 350 minutes. Very impressive run from Bob & Brian clean (even with a puncture) and nearly a Foinhaven moment in the team competition with CMC coming out on top but only 2 points ahead of ECMC, although KLDMC were well set for a comfortable win BUT another one for the 'if only' ledger. Another success for the AMSC, congratulation to Colin and his team for putting on a cracking event and a big thank you to Rob & Emma (start), the staff at the Beaconsfield Arms (finish), all the marshals and crews.



# 12 Car Championship

## 2016 / 2017 Provisional Calendar

Round 1 <b>Waveney Mushrooms</b>	<b>Fri 25<sup>th</sup> Nov 2016</b>	<b>David Mann &amp; Robert Aldous</b>
Round 2 <b>P &amp; H Novice</b>	<b>Fri 9<sup>th</sup> Dec 2016</b>	<b>David Leckie</b>
<b>20 / 20</b>	<b>Sat 7<sup>th</sup> Jan 2017</b>	<b>AMSC</b>
Round 3 <b>B &amp; H</b>	<b>Fri 27<sup>th</sup> Jan 2017</b>	<b>Howard Joynt &amp; Bernie Fox</b>
Round 4 <b>Canada Garage Motorsport</b>	<b>Fri 24<sup>th</sup> Feb 2017</b>	<b>Mark &amp; Lorraine Annison</b>
Round 5 <b>Lyng Garage</b>	<b>Fri 24<sup>th</sup> Mar 2017</b>	<b>Jonathan Stimpson &amp; Rob Kitchen</b>

The 2016 / 2017 12 Car Championship season next event the Canada Garage Motorsport

Gordon Shipley is the new coordinator

01328 829 948

07901 906 777

[gordon.shipley2719@gmail.com](mailto:gordon.shipley2719@gmail.com)

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

### **New for the Canada Garage Motorsport**

#### **On line Entry and Payment**

(see website)

### **DATE CHANGE**

**Lyng Garage**

**B & H 12 Car**

o/a	Car	Class	Driver	Navigator	Fails	Mins	o/a	Class
1	11	E	Andrew Scott	Marcus Keeble	-	15	1 <sup>st</sup>	-
2	12	E	John Peterson	David Bell	1	-	2 <sup>nd</sup>	1 <sup>st</sup>
3	4	N	Ben Cutting	Steve Cumbers	1	1	3 <sup>rd</sup>	1 <sup>st</sup>
4	3	N	Garth Collier	Michael Collier	2	-	4 <sup>th</sup>	2 <sup>nd</sup>
5	1	I	David Burlingham	Jonathan Stimpson	2	2	5 <sup>th</sup>	1 <sup>st</sup>
6	9	B	Mick Beauchamp	Len Fletcher	3	-	6 <sup>th</sup>	1 <sup>st</sup>
7	5	N	Paul Brunton	Nick Wale	3	1	7 <sup>th</sup>	3 <sup>rd</sup>
8	7	N	Gordon Shipley	George Shipley	3	4	8 <sup>th</sup>	4 <sup>th</sup>
9	8	B	Richard Felton	Danny Wheatley	3	19	9 <sup>th</sup>	2 <sup>nd</sup>
10	2	I	Rob Porter	Robert Aldous	4	6	10 <sup>th</sup>	2 <sup>nd</sup>
11	6	N	Andrew Smith	Mark Redgate	6	23	11 <sup>th</sup>	5 <sup>th</sup>

View of the event from the left-hand seat of the tail end Charlies on the first 12 car of 2017, organised by Howard & Bernie, based at Scoulton Village Hall, running mainly on the top half of 144 but also using bits from the bottoms of 132 & 133. Back with John in the Peugeot and what a difference three weeks makes; after running as car 1 on the 20 / 20 an opportunity to see things from the other end of the field running at car 12. Must admit I'm not a fan of reverse seeding but happy to try anything once. Two reasons put forward, better to have experienced crews running at the back of the field to pacify any restless natives and better to have the 'rally' cars running behind the 'standard' cars to minimise the possibility of disturbing the natives in the first place. Did it work? We encountered no twitchy natives although Gordon & George did their bit stopping to shoot the breeze with an enthusiastic farmer between TC5 & TC6?

11 controls and 10 envelopes, navigation very fair and straight forward; junction instructions, junction road colours, compass junction departs, grid lines, neutered tulips, circular herringbone, spot heights, grid lines (laid out to look like grid references and on a separate piece of paper), neutral to skirt Watton with a crucial approach direction to the control on the sneaky junction hidden under a grid line in Saham Toney, junction instructions to the final control on a very un-yellowish track in 9501. All went according to plan, apart from our inability to find a code board on the junction with the A1075 in 9809, should have gone to spec-savers! We had struggled with a couple of the earlier boards on the Welborne loop, had to back up and thus spent quite a lot of time investigating plastic bags and 'shiny' things lurking in the undergrowth. The missed board was very costly. Jury is still out on the 'hidden' boards, argument may be that we were going to quickly, we weren't, having to stop and reverse is not the way to keep things low profile. In my book boards are there for proof of following the correct route and as such should be visible from a distance. The biggest challenge with the navigation was the continual map changes in particular the bit around Yaxham which went from 144 via 2 squares on 133, 1 square on 132 and then back onto 144, very messy in the office.

Howard & Bernie came up with the route, put out the boards, looked after signing on and then the results, Maria looked after the catering, and thank you to the marshals Trevor & Alan (TC1 & Course Closer), Andrew & Dale (TC2

& TC11), Peter (TC3), David L (TC4), Jez (TC5), Ian & Christine (TC6), Dick & Robin (TC7), Mike (TC8), Paul & Bryan (TC9) and Chris & Susie (TC10).

Eleven starters and eleven finishers, always a reassuring end to the evening. Another big plus was ending up with a very clear victor, excellent effort from Andrew & Marcus after what must have been an intimate evening in the 'cosy' MX5 office, demonstrating that the main objective is to follow the collect route and pick up all the boards. Sacked for the next one, back to wearing the organising hat.

Thanks again to Howard, Bernie & Maria, the marshals, and the competitors.



## B a g g e r 1 7

Rallying has its highs and lows, last year's Mercian was a high for Hugh & myself, this year's Bagger was a low. The event is promoted as being the closest modern events get to the good old days of the Motoring News and who am I to disagree. Entries opened in August, well actually they didn't really, all Roger Hunt had to do was post that he was thinking of resurrecting the event, would anyone be interested, the places were snapped up rapidly, just in case!

Running under a Clubmans Navigational Permit (no MSA licence and life membership of the VCC included in the entry fee), entry restricted to 55, event mileage dumbed down to 150, although the lanes on offer on 181, 182 & 191 mean that there is minimal link mileage, this year split into 7 sections, 3 for the 90 miles to petrol, 2 after petrol and 2 tiddlers to finish off. Seeded at 35 in a high-quality field, although we ran at 33 (with 35 on the car) which was confusing enough for us never mind the marshals. Car 1 away at 22:45 with 90 minutes plotting time (not enough for me, left MTC1 with the 2 tiddlers not on the map), had expected several sheets of grid references but ended up with 82 tulips for the 28 miles to TC12, a sort of London Road Book handout with 26 plots for the 38 miles to TC17 (in hindsight I should have used the hand out rather than transferring it to the map), 76 tulips for the 25 miles to TC25 and petrol, 17 via grid references for the 34 miles to TC33, another London Road Book handout with 15 plots for the 17 miles to TC40, 8 via grid references for the 14 miles to TC43 and 3 via grid references for the 7 miles to TC45 and the finish. Run as a 'regularity' with sections timed alternatively to the second and minute, heavy penalties for early arrival (especially on the timed to the minute sections), local rules meant a stop before every control board (time, passage, DSO) and spots off, timed on passing the board. Weather was to play a part, temperature had been around zero all day, roads were a complicated mixture of dry tarmac and sheet ice with most of the yellows more 'whitish'. lots of potholes, all liberally sprinkled with agricultural waste!

Short run out to TC2 and after a short wait we were off. 500m of dry tarmac and then, running at car 33, judging by the tyre tracks across the verges and up the banks we were probably the 33<sup>rd</sup> car to visit the scenery at the first junction, we should have taken note! Eventful first section timed to the second, passed 3 cars out with mechanical problems, overtook a limping early runner and caught our minute man, 3 miles (including the best part of a mile of quite rough white1 manned PC and 1 DSO) and 2 minutes dropped at TC3 (already time to consider pencilling in some cutting options). One of the event quirks was the last minute re-seeding which meant the time cards were handed out with the route cards so the first opportunity to have a look was on the run out, briefing said no make-up as such just a pre-determined schedule time at the start of each section, never really had a chance to work that one out. 5 mile timed to the minute section, 2 manned PCs, 5 DSOs, suggested to Hugh that following car 32 was a sensible option, let them pick out the slots and icy bits. Worked out OK as we made our minute at TC4. Followed 32 up to TC7 with no dramas, just to give an idea of the time taken out by the control board stopping even though we arrived at TC5 and TC7 in convoy we were given a time 5 seconds later at each control. Out of TC7 and the fat lady was just about to take centre stage, car 32 wrong slotted at a tricky bit I remembered from a previous visit, no more follow my leader, two junctions later looking for a T left I looked up just in time to see a substantial bit of Somerset drystone wall leaping out for a serious love tap (passenger side of course), now wedged broadside across the track the multi-point turn probably did more damage to the car than the original bump. That was that, we had managed 17 miles, back to the hotel for an early bath.

Disappointed with the result but happy to have been part of an exceptional event, 53 starters and 20 finishers with 1<sup>st</sup> and 2<sup>nd</sup> separated by 1 second!



## Anglia Motor Sport Club

### 2016 / 2017 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	2 <sup>nd</sup> October	Lamarsh	ECMC
2	16 <sup>th</sup> October	Ivinghoe Aston	FMC
3	6 <sup>th</sup> November	Kensworth	FMC
4	13 <sup>th</sup> November	Lyng	SCCoN
5	11 <sup>th</sup> December	Lamarsh	WSMC
6	1 <sup>st</sup> January	Seckford Hall	ECMC
7	22 <sup>nd</sup> January	Harlton	CCC
8	12 <sup>th</sup> February	Holbecks Park	WSMC
9	19 <sup>th</sup> March	Wattisfield	WSMC
10	26 <sup>th</sup> March	Ivinghoe Aston	FMC

### 2017 AMSC AutoSOLO Challenge



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

### 2017 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	26 <sup>th</sup> March	Wethersfield	CMC
2	7 <sup>th</sup> May	Woodbridge	WAC
3	30 <sup>th</sup> July	tbc	SCCoN
5	2 <sup>nd</sup> September	Debden	WSMC / WAC
6	8 <sup>th</sup> October	tbc	KLDMC
4	5 <sup>th</sup> 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

## Mercury Trophy – Inter-club 20 / 20

o / a	Car	Class			Fails	Mins	Class	Club
1	4	M	Bob Baker	Brian Cammack	-	-	1	KLDMC
2	1	M	John Peterson	David Bell	-	17	2	ECMC
3	2	M	Gordon Popperwell	Brian Jaggs	1	31	3	CMC
4	19	N	Paul Smalley	Matthew Smalley	1	34	1	KLDMC
5	5	E	Ed Scott	Ben Scott	3	1	1	CMC
6	3	M	Robert Aldous	David Mann	3	38	4	SCCoN
7	16	N	Tony Hewitt	Will Brown	4	5	2	ECMC
8	10	N	Rob Russell	Emilie Russell	6	33	3	CMC
9	14	N	Tony Burchnall	John Conboy	14	34	4	ECMC
10	11	N	Ben Cutting	Steve Cumbers	17	30	5	WSMC
11	9	N	Harvey Steele	Amy Henchoz	18	29	6	SCCoN
12	7	N	Julie Skuse	Nick Skuse	25	28	7	ECMC
13	8	N	Simon Rowan	Tim Rowan	26	30	8	CMC
14	18	N	Colin Gray	Leigh Gray	41	15	9	WSMC
15	15	N	Mark Redgate	Andrew Smith	45	6	10	WSMC
16	17	N	Gordon Shipley	Ian Graham	45	19	11	SCCoN
-	6	E	Edward Haylock	Paul Haylock	RET			KLDMC
-	7	N	Andrew Scott	Bill Scott	RET			WSMC
-	12	N	Philip James	Mark Cooper	DNS			CCC
-	20	N	Andrew Lawson	Dale Lawson	DNS			SCCoN

Club	Pos	Fails	Mins			Points
CMC	1	10	65	Gordon	Brian	3
				Ed	Ben	5
				Rob	Emilie	8

Club	Pos	Fails	Mins			Points
ECMC	2	18	56	John	David	2
				Tony	Will	7
				Tony	John	9

Club	Pos	Fails	Mins			Points
KLDMC	3	-	-	Bob	Brian	1
				Paul	Matthew	4
				Edward	Paul	20

Club	Pos	Fails	Mins			Points
SCCoN	4	66	86	Robert	David	6
				Harvey	Amy	11
				Gordon	Ian	16

Club	Pos	Fails	Mins			Points
WSMC	5	103	51	Ben	Steve	10
				Colin	Leigh	14
				Mark	Andrew	15

Club	Pos	Fails	Mins			Points
CCC	-	-	-			

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

Saturday 11<sup>th</sup> March 2017

Snetterton Circuit

**ENTRIES OPEN**

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

**LATEST NEWS****THE MICRA FLEET HAS EXPANDED – GET YOUR ENTRIES IN ASAP**

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.

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(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)
- Category B: Modified Series/Specialist Production Cars
- Category C: Sports Libre Cars
- Category D: Racing Cars

**Calendar**

There are up to 20 rounds to choose, from March to October, counting towards the championship using venues at Abingdon, Curborough, Debden, Goodwood, Hethel, Lydden, North Weald, Rockingham, Snetterton and Woodbridge

The best 10 scores will count towards the championship.  
Event Supplementary regs will be sent to each registered competitor,  
So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

*Chris Deal*

07920 -840689 (mobile)  
aemc@chrisdeal.force9.co.uk

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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](mailto:info@jelfmotorsport.com)

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