

SCCOCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

April 2017



Oli Dennington-Price



Dale Lawson



Dick Lines

Thanks to Dan & Matthew for the photos

Inside this issue	
The Latest ...	3
2017 Calendar	4
Editorial	5-11
Marshals Post	12
SCCoN Dinner Dances	13-16
Jack Sears – an insight	17
Northern Notes	18-19
2016 / 2017 Club Championship	20-21
Anglia Motor Sport Club	22
Snetterton PCA	23-25
Navigational Scatter	26

Editor

Martin Newson
01502 716280

Spotlight articles should be emailed to:
cjnewson32@yahoo.co.uk

or mailed to:
Spotlight,
32 Queen Elizabeth Drive,
Beccles,
Suffolk
NR34 9LP

Contacts

Pat Ward

President

Management Team

Chairman

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280
Mark Annison
01263 513052
Peter Riddle
clubsecretary@sccon.co.uk
01953 601174

Vice Chairman

Club Secretary

Treasurer

Lynne Wellbelove
lynnewellbelove@btinternet.com
01953 483640

Competition Secretary

Andrew Lawson
compsecretary@sccon.co.uk
01692 598291

Chief Marshal

Social Secretary

Howard Joynt
howardjoynt@googlemail.com
07917 060052

Membership Secretary

Alan Kirkham
membership@sccon.co.uk
07530 231722

Child Protection

Christine Newson
cjnewson32@yahoo.co.uk

Web

David Bell
percy@sccon.co.uk
01603 720871

Company Secretary

David Leckie
01603 893294

Committee Members

Chris Edwards
Mike Lambert
Dale Lawson
Gordon Shipley

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

[AGM
Notice](#)

[Awards Evening
Menu & Booking Form](#)

[B&H Navigational Scatter
Regs & Entry Form](#)

[Midsummer Classic
Regs & Entry Form](#)

The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **White Horse**

Please join us at the **White Horse** on 20th April for the Natter & Noggin

Diary Dates

Wednesday 5th April
Management Meeting

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

Wednesday 3rd May
Management Meeting

**Sunday 7th May
Woodbridge Targa
2017 AMSC Targa
Challenge Round 2**

Wednesday 17th May
AGM at the White Horse, Trowse

**Sunday 4th June
Wethersfield AutoSOLO
2017 AMSC AutoSOLO
Challenge Round 2**

Wednesday 7th June
Management Meeting

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

Sunday 11th June
Navigational Scatter

Sunday 25th June
Midsummer Classic

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 7th May
Woodbridge Targa
MOD Woodbridge
nr Ipswich

Sunday 21st May
Middlewick Stages
MOD Woodbridge
nr Ipswich

Sunday 28th May
AMSC 12 Car Regularity Run
Marks Tey
nr Ipswich

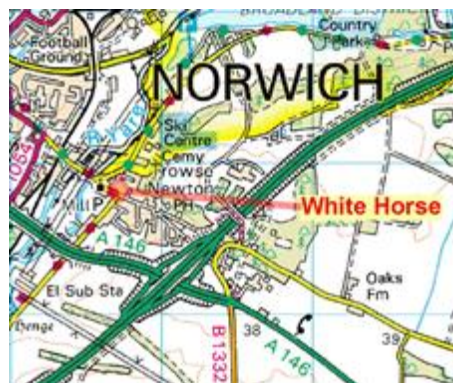
Sunday 4th June
Wethersfield AutoSOLO
MDPGA Wethersfield
nr Braintree

Sunday 18th June
East Anglian Classic

Sunday 25th June
Midsummer Classic



[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 24 th March	12 Car	12 Car	Jonathan Stimpson
Thursday 20 th April	Club night		
Wednesday 17 th May	AGM		David Leckie
Sunday 11 th June	Navigational Scatter		Howard Joynt & Bernie Fox
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		
Sunday 12 th November	Car Trial		David Leckie
Thursday 16 th November	Club night		
Thursday 14 th December	Club night		

www.scon.co.uk/index.html



Chairman's Report April 2017

We have already busy few weeks, as you might have noticed.

With the Rally and a Autotest at Snetterton, three newsletters in around 8 weeks (and without Dave nailing events and the newsletter together we would be in a right muddle). Now things should be quietening down a bit, well not really

Wednesday 15th, at Horringer near Bury St Edmunds a number of our club members made the trip to celebrate with the winners of the AMSC targa series at their prize giving. To give the evening a competitive edge Paul Brewerton put together a quiz in 7-8 rounds. It covered a number of different subjects, with motorsport and cars taking in 3 rounds or so. SCCoN had two crews taking part Dave and Janice Bell formed one team along with Howard Joynt and Bernie Fox. The second team was formed by accident on the night, from Peter Riddle, Christine (the ringer) Newson, me (Martin Newson) and the Snetterton Rally Secretary Stanley Graham. In our team Christine proved to be the joker of the pack coming up with the right answers to the most difficult of questions (hence the ringer quote) which kept us in the hunt for the win, and the result was so tight all night with one of the Chelmsford MC teams. I think most of the teams had quite a shock as the SCCoN number two were joint winners with the very professional Chelmsford team and shared the winner's spoils.

Sunday 19th Watisfield Scrambles Venue. Round 9 of the AMSC Trials Series. Christine and I popped over to see how the day was going, just as two of the teams were leaving because of mechanical breakdowns. This did leave 20 or so entries fighting out the rest of the day. The damp weather had made a couple of the hills unusable on the day, but Robin Howard was able to make the day very challenging for all the different types of car

Sunday 26th Wethersfield RAF base. Round 1 of the AMSC Targa Series. The last few years and again this year Jim Bowie put on a very challenging event, with no two tests being the same on each round to help keep the navigators awake with the changes. The extra early start (because of the clocks changing) was going to make it a long day of club motorsport. The entry for this round was full a few weeks ago complete with reserves, so we already knew it was going to be a busy day. There were 6 SCCoNies there, we were hoping for more and we really did need at least 6 more to make or marshalling job safe for everyone. As it was the team was made up of Bryan Tooke, Howard Joynt, Paul Doodson, Christine Newson and Martin Newson (small team but perfectly formed). We did have a good day with no real problems on our test. We struggled a bit because of the size of the test and not being able to cover all the areas, at first we did not even have a finish crew for our test. Dale Lawson had a good run to 14th overall and first in class, and if it wasn't for 90 seconds of penalties he would have finished a lot higher.

April**Things that must be done this month are-----****Renew your membership now it is due as it is the beginning of April****Get your entries in for ANNUAL DINNER DANCE Now !!!!!!!!!!!!!!!!!!!!!****Forms can be found in this copy**

Motorsport events wishing to use closed roads in England and Wales have been given a boost thanks to an amendment to the road traffic act, providing it receives no objections in parliament. Previously events wanting to use closed roads had to secure an act of parliament, which has succeeded infrequently. From April 2017 onwards, the right to issue a permit for closed roads will lie with the Motor Sports Association, the governing body for motorsport in the UK, and the Auto Cycle Union for two-wheel events subject to the negative resolution process succeeding in the Houses of Parliament. Negative resolution process means that the proposed amendment has been put before parliament, and if it doesn't receive any objections from the House of Commons or Lords, it will be passed into law automatically. In the explanatory memorandum put to parliament to explain the need for the amendment, it states that the need for a parliamentary act could have been a "deterrent to those who might otherwise have sought to organise such events".



The memorandum also states that it is expected around 72 events each year will run with closed roads, although the majority of these will be relatively small. An MSA spokesperson said: "The MSA welcomes this latest development in its long-running campaign to bring closed-road motorsport to mainland Britain. "The secondary legislation that we have been working on with the Department for Transport has been laid before Parliament but under the negative resolution procedure it remains subject to objection from either House. "Therefore, we anticipate - and look forward to - making a much fuller statement when the legislative process is fully complete."

A CO-DRIVERS VIEW OF A RALLY

Nerves. They can manifest themselves in many ways. For some, it's trembling, clammy hands. For others, a marked jump in the frequency of bodily functions signifies the onset of an event that the brain isn't 100 per cent comfortable with. Me? I'm currently experiencing both, and I can barely zip up my overalls thanks to the useless, quivering sticks that are supposed to be my fingers. Oh great, I need to wee again. Back behind the trees once more. Around me, I spy three or four helmeted and overall-clad individuals doing the same.

Despite what you may be imagining, I'm not working at an unusually stressful building site, or attending some sort of weird, recreational substance-enhanced Burning Man-esque festival. This is something altogether more serious. The sight of a neat line of brightly-coloured competition cars queuing up on a normally desolate Irish lane denotes this scene as the start control for a rally stage. The muted, industrial-sounding idle of various turbocharged R5 machines mixes with the lumpy, loud, aggressively-cammed note of a naturally-aspirated Super 2000-specification Skoda Fabia. At the head of the queue sits an old Impreza WRC, the air-ripping, uneven growl of the S12's flat-four boxer engine unmistakable even from here. The smell is a pungent mixture of high-octane race fuel, warm rubber and warmer brakes. The last kilometre of tarmac leading up to this spot is painted thick with tyre marks, evidence of drivers attempting to get vital heat into their slicks before the attack on the road ahead begins.

Re-emerging from the brush and walking back down the line towards our car, I pass by Mitsubishi Lancer Evos emitting their ever-rising and falling *fopple-fopple-fopple*, their engine mapping and anti-lag systems crude by comparison with the more bespoke machinery ahead. The chuntering of dog gearboxes and blare of industrial-strength fans trying to keep highly-tuned engines cool signifies the first of the modified cars, a litany of Mk2 Ford Escorts and Honda Civics stretching back ten cars or more. The queue lengthens all the time, each new arrival heralded by the ignorant squealing of competition-spec brake pads. Just behind a ludicrously wide Super 1600 Renault Clio (deafening, even at idle) is our Mk2. The sun is beating down, and the choice of an all-black interior coupled with polycarbonate windows that open just enough to give gnats space to fly in and out promises a nice toasty atmosphere for its occupants. Us.

Today, I'm in the passenger seat, entrusted with deciphering the hieroglyphics that form the pacenotes. For an amateur, just understanding the code while stationary in the comfort of an armchair is tough work, but at 160km/h on a single lane road it's a whole different ball game. Accurate and timely delivery is vital to ensure that the driver can paint a picture of the road ahead and command his steed in the correct fashion. Trust is also essential; I'm trusting him not to drive into a tree, and he's trusting me not to tell him to drive into a tree... Luckily, we're good friends, both brought up on a diet of spectating at Irish events and old VHS tapes of world rallies. His home-built car is typical clubman fare; fitted with a 1.6-litre engine coupled to a sequential gearbox, but the old Ford is prepared to the highest standard. Every nut and bolt has been checked twice and thrice, so there's a good chance that nothing will fall off. I hope.

Recce came and went, the third pass over the loop of three stages as tedious as ever. Scrutiny was also a breeze, other than the usual kerfuffle over numberplate size. Vital for safety, those are. The morning of the event followed the usual pattern; get up, shower, eat three spoonfuls of porridge, drink a litre of water in one gulp, squeeze into Nomex underwear and my shiny white branded overalls (I like to at least *look* like someone who knows what they're doing), walk around the yard aimlessly, check 15 times over that I've got the correct pacenotes, timecards and roadbook in the bag, then drive to *parc ferme*.

We amble into the service area, met by the usual friendly greetings from the service crew (made up of more rally-mad friends and family). “You’re getting too fat for those overalls.” A couple of bananas are consumed while the lads fuss over nuts and bolts and fluids and pressures. The excitement is palpable, and I check and re-check my notes for about the hundredth time today. With a couple of minutes left on the clock until we’re due out, we make our way towards the exit. One of the best parts of rallying is observing the sheer excitement that children get from seeing rally cars around the place, and plenty of waves and thumbs-up are exchanged.

The road section out to the first stage is a brutal symphony of mechanical noise, dominated entirely by the gearbox. It clatters and rattles and whines and bangs, so much so that you’d swear that it must be mere seconds away from exploding. That’s not the case of course, the racket a by-product of straight-cut gears and dog rings unhappy to change gear at anything but full throttle. I love racing transmissions. A couple of kilometres prior to the arrival control, the driver starts to stab the brake pedal repeatedly with his left foot to induce some heat into the brakes, the awesome stopping power causing the rear of the car to go light and the gearbox to rattle loudly as the four wheels lock up. Some deft weaving transforms the tyre compound from frictionless cold rubber to something approaching thick glue, and the engine’s readouts tell a good story. The beast is ready.

I’m now after my third comfort break, and it’s time to get kitted up. Balaclava on first, tuck it into the collar of my overalls, then pull the zip all the way up. I slip my helmet and HANS device on and immediately curse the decision to go for a full-face item. Sweaty already. One last check of the tyre pressures and bonnet pins and I’m ready to get in. Move the belts out of the way, fold myself like a piece of origami and slip into the secure bucket seat. I push my backside hard into the seat and do the lap belts first, then the shoulder items, ensuring they fit properly inside the guides on the HANS device. I pull the tabs on the harness down hard to the point where I feel like I’m about to become part of the seat. Intercom plug goes in with a loud *prrrrp*, and the loud racket practically disappears. “Can you hear me OK?”, “Yep.” Good to go.

This is the point where seconds feel like minutes, as we wait for our turn to start the stage. We inch forward every 30 seconds or so, as a distant wail and the odd screech of tortured rubber announces the departure of each car into battle. The heat from the transmission tunnel is almost unbearable, and fanning the door gives only a small respite. My seat is mounted low to help keep the centre of gravity down, and the combination of that with the side head supports, the lack of neck movement afforded by the HANS device and the narrow aperture of the helmet means I can see pretty much zilch.

It’s almost our turn, and I hand the time card to the friendly marshal at the time control. “You’re going on 32 lads, enjoy yourselves.” The ‘32’ signifies our start time of 10:32 on this sunny Sunday morning. We see, hear and feel the Clio scurry into the stage with smoke pouring from its front tyres, and we’re up. Twenty seconds shows on the digital countdown clock. I call the first line of pacenotes to the driver to help him visualise the initial few corners; “6 left over bump, 130, 5 right goes up, 200, brake early for 2 left don’t cut.” Ten seconds. We shake hands, and the customary “best of luck” is uttered. CLANG, and first gear is engaged. The revs start to build. Five. Four. Three. The revs hit fever pitch. Two. The car strains against the handbrake as the driver feels for the biting point of the clutch. One. I wait for the light to go green before yelling “GO!”. We’re away in a flurry of noise, and the nerves are gone. There’s no time for nerves when you’ve got twelve pages of pacenotes to read during the next seven minutes of pure maximum attack.



Snetterton Stages Rally 2017

Thanks to Willie Moore of Stratton Auto Services all the marshals at the Snetterton Stages Rally enjoyed a hot bacon roll before the start of the rally. It was a great gesture and to a man everyone could not believe we were able to provide this service, and we would not have been able to if it wasn't for Stratton Auto Services.

Thank you Willie and Stuart





"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: Midsummer Classic

Other clubs:

Woodbridge Targa on Sunday 7th May at MOD Woodbridge (nr Ipswich) organised by Wickford Auto Club

allglass Middlewick Stages on Sunday 21st May at MOD Woodbridge (nr Ipswich) organised by Green Belt Motor Club, Wickford Auto Club & Middlesex County Auto Club

AMSC 12 Car Regularity Run on Sunday 28th May starting from Marks Tey (nr Ipswich) organised by Chelmsford Motor Club

Further information (if any) available from David Bell on 01603 720871 – there are also links on the Marshalling page on the club website (www.scon.co.uk/html/marshalling/marshal.html) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Other Club Dates page on the club website (www.scon.co.uk/index.html)



allglass Middlewick Stages

MOD Woodbridge

Sunday 21st May 2017

THE SPORTING CAR CLUB OF NORFOLK'S DINNER DANCES

SCCON's first dinner was held in 1952 when the Sheriff of Norwich, Councillor Leonard Howes, was the guest of honour and the speaker was the Chief Constable of Norfolk Constabulary.

The SCCON dinner became a dinner-dance on 3rd December 1954. This event was held in the Flixton Room at Samson and Hercules House, on Tombland in Norwich. Advance notice was given in the 'News from the Clubs' section of Autosport magazine (Britain's Motor Sporting Weekly) in the 29th October issue.

Samson and Hercules house was built in 1657 by Christopher Jay when he was the mayor of Norwich. It incorporates parts of a previous 15th century property on the same site that was built for Sir John Falstolf, a military army Captain who served under King Henry V in France. Falstolf is said to be the inspiration for Shakespeare's character 'Falstaff'. It was then used for various purposes including wool combing and then as a surgeon's practice in the days before anaesthetics! After World War II it became a ballroom, then a night club and recently a restaurant called 'Just Lobsters' that closed at the end of last year. In 1789 the statues of Samson and Hercules were moved from the portico to inside the building but were put back outside in 1890, though the statue of Hercules had to be re-made because the original had been lost. In 1999 these wooden statues were removed for preservation and replaced with fibreglass replicas that have since been painted rather tastelessly in pink and more recently in gloss flower pot red!



The following year's dinner on 13th December 1955 was an even grander affair, still at the same venue. The main course was roast Norfolk turkey and sausages. The guest

speaker was no less than Sydney Allard, who had won the Monte Carlo Rally in 1952 in an Allard P1 and his wife presented the awards. Sydney was the first person to win the Monte in a car manufactured by his own car company, a feat that has never been repeated.

The 25th Anniversary Dinner was held in 1976 at the Hotel Norwich. The guest speaker was the redoubtable Stuart Turner, who was the winning navigator in the British Rally Championship in both 1958 and 1959 and winner of the 1960 RAC Rally alongside Eric Carlsson in his two-stroke Saab 96. In the 1960's Stuart moved into team management, masterminding the multiple Mini Cooper successes on the Monte Carlo Rally, then joining the Ford Motor Company where he planned their successful assault on the 1970 World Cup Rally, with Hannu Mikkola/Gunnar Palm winning and four more works 1.8 litre Ford Escorts finishing in the top ten.



A SCCON dinner in the 1960's. From left to right are: Bert Westwood, Mibs Cleghorn, Tony Marcantonio, Julia Marcantonio, Ted Cleghorn and Iris who was Bert Westwood's partner

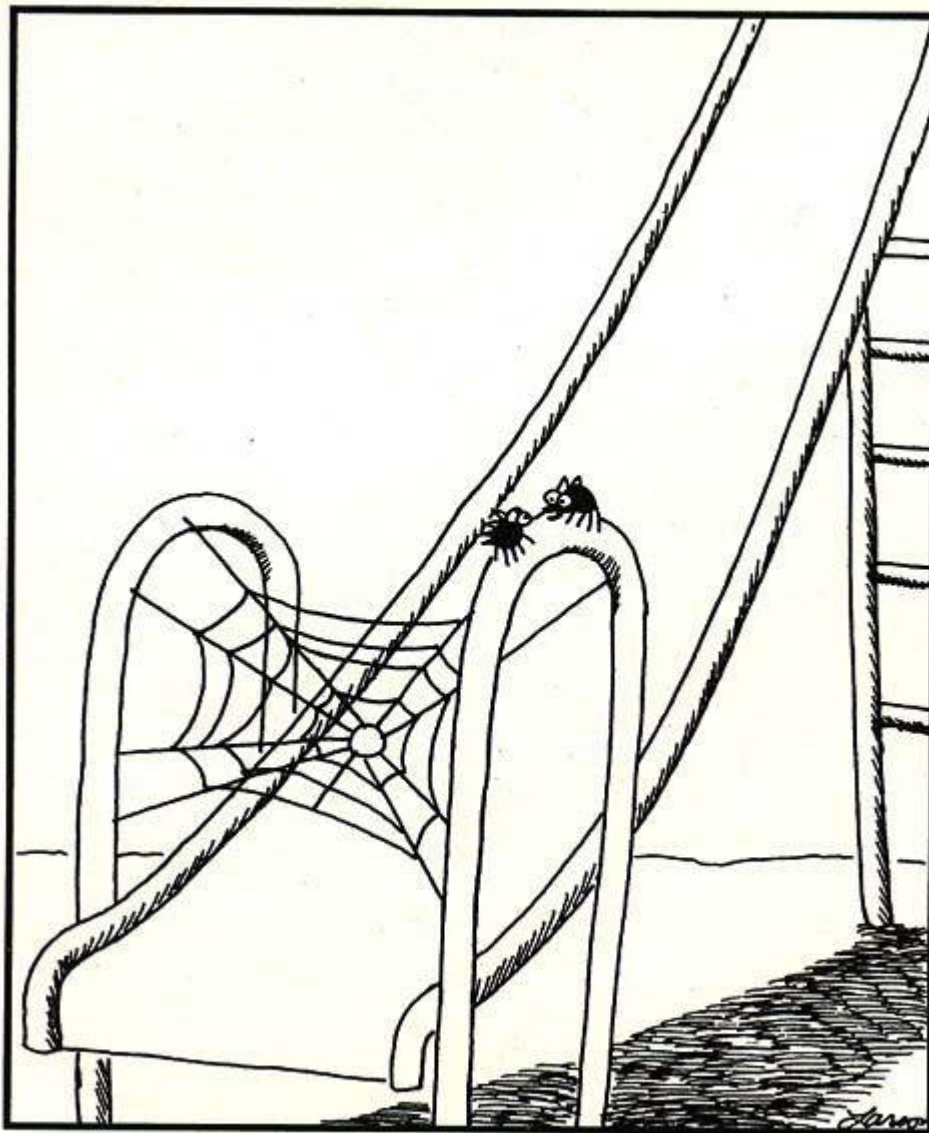
The club's 50th Anniversary Dinner was held at the assembly House in Norwich that had just been re-opened after a major refurbishment. The guest speaker was Jack Sears, who sadly died last year and who we shall be remembering at this year's dinner. Jack kept everyone enthralled with his tales about his British Saloon Car Racing Championships in 1958 and 1963 when he had some concern on the first lap at Silverstone about how well the drum brakes of his American Ford Galaxie would work. He followed this by describing how at 4 a.m. one night in 1964 he'd tested a Le Mans AC Cobra on the M1 at 183 mph. There was virtually no other traffic and it wasn't illegal then, before the introduction of the 70 mph motorway speed limit.

Then John Olorenshaw, one of the eight founder members of SCCON gave an informal speech about the earliest days of the club. He recalled happy times with many road

rallies being organised. He said that rallies had been a lot easier to run in those carefree days soon after the war. In the early 1950's many American servicemen competed in SCCON events, and John particularly remembered their M.G.'s and Jaguar XK120's being driven very fast on Sculthorpe Airfield.

This year's Dinner Dance on 22nd April will be a celebration of members' successes in motor sport, but it will also be tinged with sadness because we will be remembering four members and former members of SCCON who died over the course of the last year. Please make a special effort to come to this year's dinner.

Peter Riddle



“If we pull this off, we’ll eat like kings.”

SPORTING CAR CLUB of NORFOLK
ANNUAL DINNER & AWARDS EVENING

Saturday 22nd 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

Patrick Ward
5 Gunton Road, Wymondham, NORWICH NR18 0QP
07880 703 568 before 9pm please
pward23@sky.com

Jack Sears - an insight

The late Jack Sears was a Vice President of the Sporting Car Club of Norfolk. In 2008 he gave a super talk at the RAC Club. It's on You Tube in five parts (see below)

Part 1 <https://www.youtube.com/watch?v=0EQn0tjLxxo>

Part 2 <https://www.youtube.com/watch?v=AGl-qL9tvaQ>

Part 3 https://www.youtube.com/watch?v=wPVvW-a_3Wl

Part 4 <https://www.youtube.com/watch?v=VTu1AdKZ3K4>

Part 5 <https://www.youtube.com/watch?v=q2KutGsiPww>

These clips give a wonderful insight into Jack's motor sporting history during the early years of SCCON, and for those of you who never met Jack, you get a really good insight as to why his nickname was 'Gentleman' Jack. A truly lovely man, and if you're not sure about this, get Lynne Wellbelove in a quiet moment and ask her. I was fascinated to learn from Jack's talk that he first learned to drive in an ATCO Safety Training Car. They were made in 1939 by the ATCO lawn mower company as an aid to road safety. It was to be driven on private land by youngsters not yet old enough to drive on the roads. But the Second World War caused production to be stopped after only 200 had been built, so Jack was very lucky to have one and its 1.5 horsepower Villiers engine was still going strong in the 1960's and Jack's son David also learned to drive in it.

ATCO Safety Training Car 1939



I was particularly interested to discover that Jack had an ATCO Trainer because I'd already seen one. Until recently my sister lived in Cockermouth in the Lake District. Her local ironmonger was J.B. Banks and Sons, established in 1836, and you can go through that shop to their Heritage Museum

See.... <http://www.jbbanks.co.uk/Heritage-museum.html>

This museum exhibits include an ATCO Training Car and the shop owners are very knowledgeable about it. It was launched in June 1939 and it was planned to sell them to schools and local authorities. It had a 98cc ATCO-Villiers 2-stroke motor mower engine and the controls were the same as a normal car with three pedals but only one forward gear and reverse. It had inflatable 16" tyres and the top speed was about 10 mph. Every car was supplied with a 68-page manual covering the driving and maintenance of the car and plentiful advice on safe driving. But on 3rd September 1939 Britain declared war on Germany and that spelled the end for the ATCO training car.

Peter Riddle

Northern Notes

Greetings from North Cumbria and a few notes to give you all some idea of what we've been up to this month.

The month started off with Wigton Motor Clubs "White Heather Tests", nothing to do with Andy Stewart (for those of a certain age) I'm afraid, but it was a good day out. I'd acted as entries secretary for this event as with Maggy being the club's membership secretary it makes it much easier for me to access the membership database which she has set up when I get entries which don't have the correct information. We were both involved in helping to set out the tests on the Friday in the rain and wind (usual airfield venue) ready for the event on the Saturday. There were seven test areas and twenty tests were run off. This allowed for variation in the test areas between the morning and the afternoon. We had a full entry although this was restricted to 30 cars with 5 reserves and 32 crews started the day. Some of the tests were on sealed surface, some on loose but all were a bit wet at the start of the day. It was the first run out for the 205 after having quite a few things done over the preceding month so it was going to be a bit of a shake down and that was how we approached the day. I had put some bracing in to the rear of the car and was trying out some different tyre pressures and had also fitted replacement front bottom arms (thanks Jonathan). We ended up 5th overall in the Targa event and 4th in class with all the cars in front of us being RWD so we were the quickest FWD on the day so we were pleased with that and it has given us a good start for the Gates Tyres Rally Championship which we came 2nd in last year, so all in all a good day out. The event always finishes with a meal in the White Heather Hotel which is always a bit of a challenge as well, nouvelle cuisine hasn't reached these parts yet, at least not for the locals.

The following weekend saw us out on the Malcolm Wilson Stage Rally marshalling on stage 1 in Hobcarton. It was an early start as the rally needed to be out of Whinlatter by 10 am so we were signed on and in place by 6-30. There were around 130 cars running so it was going to be a long morning. Due to a lack of people Maggy and I ended up marshalling junction 7 on our own when ideally it could have used at least 2 rally marshals and 3 spectator control stewards but we managed to keep things going and safe despite sometimes needing eyes in the back of our heads to watch the spectators who always want to get where you don't want them. It was quite exciting at times as the junction was on an uphill run, coming off gravel on to tarmac with a 90+ right to deal with. Anybody who braked late was going to have fun, and several did. One Mk2 Escort came up so fast it went straight down the escape road for about 80 yards, demolishing my box junction and very nearly hitting the barrier before the public road. Getting the car back in stage whilst trying to keep spectators out of the way is an interesting exercise requiring much use of the whistle and a little verbal coaxing! We had a few other "offs" and some superb recoveries, intentional or lucky, I'm not sure which, until eventually a Ka running about 130 didn't quite make it and modified a Forest Enterprise 8" square post and shortened his wheelbase by about 4" on the offside. There was much spectator interest but there were still about 5 cars left to come through so it was a bit busy for the last few minutes. It was nearly 12 by the time we got home so, needless to say, the afternoon was fairly quiet.

The third week end of March saw our annual Novices Autotest at our Maryport venue. This is an old factory site owned by the Council which we have the use of until it ever gets redeveloped so

it's very nice, and cheap! However, we can only use it from October until April because Seagulls nest there the rest of the time and the council won't let us use it then. It was quite well attended with 12 people taking part. Maggy looked after teas and coffees and I ran one of the tests in the afternoon. I hadn't intended to and I hadn't taken my wet weather gear, unfortunately, but the sun did come out once we'd finished and it only took 2 days to dry my shoes out.

The final weekend of the month saw us out doing a couple of classic runs on both days. Saturday was a glorious day and we headed down to Crooklands (Junction 36 M6) for the start of the Knowldale MC "Mini Miglia" run. Just over 160 miles through the Yorkshire Dales using the roads that were used for the Dalesman Road Rally and other classic events over the years. It was fabulous weather and many of the roads were quite testing, we even hit the sump guard a few times on some of the higher level roads. There was still some snow about in places after the fairly heavy fall the previous Wednesday and the views were, at times, almost Alpine and quite spectacular. The run eventually ended up at Colne in North Lancashire where we enjoyed a fish and chip supper at a renowned local eatery. There then followed the 120 mile drive home across to the A65 and up through Kirby Lonsdale to get back on the M6, eventually getting home about 7-30 so I could get the 944 sorted out for the next day.

The Sunday saw us doing the Roof of England Challenge which is run by Graeme Forrester who is the secretary of the Wigton MC. Another superb day of warm sunshine and light winds saw us enjoying a run over the northern fells and along Hadrians Wall to eventually get to the visitor centre at Keilder Water for a lunch stop. Again some quite interesting little roads and surprisingly little traffic which was quite useful as there weren't many passing places on some of the roads. The afternoon run back was over roads which were a bit wider and allowed enough room to pass slower cars and avoid the formation of too many convoys. We finished up at Hartside Cafe where we would have had a cup of tea but it was very busy as it is very popular with motorcyclists. However the views were really good, hampered a little by the heather burning on the moors which takes place around this time of year.

So all in all a bit of a busy month and it should remain that way until the end of October. April is already looking fairly full with an autotest, our club test day at Rowrah carting circuit, Drive it Day and then the Berwick Classic Rally on the last 2 days of the month, so more points on the Nectar card and another boost to BP's profits.

Golden Wedding Congratulations

Ian & Christine Humphrey

will be reaching that milestone on 5th April

2016 / 2017 Club Championships

Latest Positions (end of March)

Marshals	
Paul Doodson	28
Bryan Tooke	21
Howard Joynt	18
Martin Newson	18
Christine Newson	16
David Bell	16
David Leckie	11
Peter Riddle	11
Andrew Lawson	10

**Please claim your marshalling points,
there MUST be some missing**

12 Car Overall			
Driver		Navigator	
Andrew Scott	41	Steve Cumbers	37
Ben Cutting	37	Matthew Smalley	35
Garth Collier	35	Michael Collier	35
Jonathan Stimpson	30	Nick Wale	29
Paul Brunton	29	Jonathan Stimpson	27
Richard Felton	27	David Mann	26
Robert Aldous	25	Danny Wheatley	24
Dale Lawson	22	Andrew Lawson	22
John Peterson	22		

12 Car Expert			
Driver		Navigator	
Robert Aldous	20	Matthew Smalley	21
Jonathan Stimpson	20	David Mann	20
John Peterson	15		

12 Car Intermediate			
Driver		Navigator	
Dale Lawson	21	Andrew Lawson	21
		Jonathan Stimpson	21

12 Car Novice			
Driver		Navigator	
Ben Cutting	24	Steve Cumbers	24
Garth Collier	22	Michael Collier	22
Richard Felton	29	Nick Wale	18
Paul Brunton	18	Danny Wheatley	16
Gordon Shipley	13	George Shipley	13
Andrew Scott	12	Bill Scott	12
Mick Beauchamp	9	Len Fletcher	9

L y n g G a r a g e 1 2 C a r

o/a	Car	Class	Driver	Navigator	Fails	Mins	o/a	Class
1	10	B	Mick Beauchamp	Len Fletcher	-	5	1	o/a
2	3	E	David Smalley	Matthew Smalley	-	27	2	1 st
3	12	B	Richard Felton	Sarah Felton	-	31	3	1 st
4	9	N	Gordon Shipley	George Shipley	1	4	4	1 st
5	8	N	Ben Cutting	Steve Cumbers	1	24	5	2 nd
6	7	N	Paul Brunton	Nick Wale	2	11	6	3 rd
7	2	E	Robert Aldous	David Mann	2	24	7	2 nd
8	4	I	Dale Lawson	Andrew Lawson	4	33	8	1 st
9	6	N	Garth Collier	Michael Collier	6	7	9	4 th
10	5	N	Neil Kerry	Rob Palmer	7	12	10	5 th

1	E	John Peterson	David Bell	DNF	Engine
11	B	Chris Abrey	Sara Banham	DNF	Mal-de-nav

For anyone needing a bit of a rallying fix over the summer break why not have a go at a 12 Car Regularity Run? The AMSC are promoting a series of three 12 Car Regularity Runs, and yes, all SCCoNies are automatically eligible to enter an AMSC event.

When	Where	Organised by
Sunday 28 th May	NE Essex	Paul Brewerton
Sunday 16 th July	Norfolk	Ian Doble & David Bell
Sunday 13 th August	Suffolk	Tony Burchnall & Nick Skuse

Very civilised, quite challenging, and good fun. Start from a café at 10, 30 miles, coffee break at halfway and finishing at a pub in time for lunch.

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

2017 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	26 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

AMSC Inter-Club Quiz



Winning teams CMC & SCCoN joint 1st o/a

#	Team	1	2	3	4	5	6	7	8	Total
5	CMC 1	12½	5	8	4	5	7	7	6	54½
4	SCCoN 2	11½	7	10	5	4	5	6	6	54½
3	WSMC 1	8	7	5½	4	8	7	8	4	51½
7	SCCoN 1	9	8	8	7	7	2	6	4	51
1	ECMC	11½	7	9	5	3	2	6	4	47½
8	WSMC 3	8½	5	6	2	3	6	2	4	36½
2	CMC 2	11	6	4	3	1	3	1	4	33
6	WSMC 2	9½	4	8	1	3	2	1	4	32½

Thanks to the Quizmaster, Paul Brewerton, and the hosts, West Suffolk Motorsport Club.

Peter, Martin, Christine & Stanley flew the SCCoN flag finishing joint 1st o/a, tied with CMC. Howard, Bernie, David & Janice also ran under the SCCoN banner finishing a creditable 4th o/a, after rather embarrassingly scoring very poorly on round 7 which featured questions on motorsport! Notably not knowing who took Nico Rosberg's seat for the 2017 season or who the 2016 BTCC champion was. But we did remember that well known TV star Andy Pandy.

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

Saturday 11th March 2017

Snetterton Circuit

ANOTHER 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 the use of his tarmac car park as well as providing the cones and barriers. The aim was to provide a fun day of mildly competitive motor sport and in my opinion the majority of boxes were ticked.

Bit optimistic with the timings, one for the lessons learnt, but the weather helped smooth over the cracks.

The good news is the club has been invited back, there will be other visits,

Thank you to the marshals:
Bryan, Gordon, Howard & Paul on the clocks and Pat observing

For those interested here are the results:

Driver	Car	Secs	Driver	Car	Secs
Oli Dennington-Price	Hillman Imp	277.0	Matthew Mantle	Peugeot 205	321.9
Dan Pearson	Morris Mini	284.3	Tony Burchnall	Ford Fiesta	332.7
Dale Lawson	Nissan Micra	290.8	Billy Grew	Ford Fiesta	339.0
Richard Pearson	Morris Mini	293.8	Martin Newson	Citroen C2	342.7
Andrew Lawson	Nissan Micra	303.7	Robin Lines	Toyota Yaris	342.9
Jak Fuller	Nissan Micra	306.3	Richard Leggett	Alfa Romeo	344.6
Garth Collier	Renault Clio	308.1	Diane Mantle	Peugeot 205	349.1
Lee Daniel	Audi TT Quattro	310.3	Chris Abrey	BMW 328	353.5
Billy Grew	Nissan Micra	314.9	Sara Banham	Nissan Micra	371.1
Dick Lines	Toyota Yaris	315.7	Michael Collier	Renault Clio	433.1
Billy Grew	Nissan Micra	318.5			

Eagle eyed readers may have spotted that the name Billy Grew appears three times in the results, well there is a reason, the bits below explain it all.

Email from Billy & Jason:

Hi David Martin Howard and team,

Just to say a 'Huge Thank You' for last Saturday's PCA at Snetterton – it was an absolutely fantastic day. Billy had the most amazing time, met some lovely people who were happy to share tips and advice throughout the day. The event was extremely well organised and thoroughly enjoyable – far exceeding all of my expectations.

Billy is now all set up for Anglesey – thanks entirely to your team for getting him through the PCA's. His car was prepped on Monday and new seats fitted - just a few decals to fit and we're ready for off. The following link is to the F1000 site where they have recently added a short write-up about Billy.

<http://formula1000.co.uk/driver-announcement-billy-grew-starts-rookie-season/>

Special thanks to Howard for the loan of the two Micras throughout the day.

Hope to see some of you around the rally circuit, and please keep us updated on your future events.

Kindest regards

Billy & Jason

BILLY GREW STARTS ROOKIE SEASON

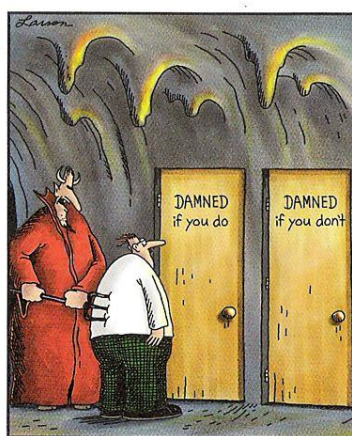


Another new name for this season is Billy Grew, who starts his motorsport career with the Junior Rally Championship. Billy have been patiently waiting for his chance to start rallying after only turning 14 just before the start of the season. He has managed to complete all of the requirements to get his rally license and is now ready to go in round 1 on 19th March at Anglesey.

Billy will also be eligible for both the Rookie Cup and the Lewis Reporting Pre '03 trophy as he is using a Micra, giving him several opportunities to take home silverware at every event he enters.

Billy said “Having met some of the Juniors at the 2016 F1000 practice event and whilst spectating at Anglesey last November – I was determined to enter the 2017 championship. Having just turned 14 at the beginning of March, it has all been quite a rush to get ready for next weekend. As this year is my first year in motorsport, my aim for Lee Holland Memorial Stages is to finish with no damage to my car and to get around cleanly. I am really looking forward to meeting the other Juniors drivers and by the end of the season I would like to be competing for the Pre '03 trophy.

Thank you to my sponsors ‘Jaspers Bakeries’ and ‘Chase Plumbing Supplies for sponsoring me and helping me along in my first rallying season. Good luck to all competitors on Sunday”.



“C'mon, c'mon—it's either one or the other.”



“Wendell ... I'm not content.”

Navigationa l Scatter



Sunday 11th June 2017

Organised by Bernie Fox & Howard Joynt

ENTRIES ARE OPEN

Please, get your entries in sooner rather than later.

What is it?

It's a bit like a DIY 12 Car, start control, finish control, 3-hour time limit, a list of points to visit, a simple Treasure Hunt type clue to be answered at each point, make up your own route to get from the start to the finish within the time limit, points scored for correct answers, points deducted for being late at the finish

Can I do it?

The only navigational skill required is the ability to find your way to a map feature (church, PH, telephone box etc) in a kilometre grid square on a 1:50000 OS Landranger Map

What is a Kilometre Grid Square?

An area of the map covering 1 square kilometre defined by the area to the right and above the intersection of the blue numbers along the bottom of the map and the blue numbers up the side of the map

What do I need?

Car (anything goes, if It is taxed and insured), OS Landranger Map(s), Pencils, Watch

Entry fee £10 per car.

We look forward to seeing you on the 11th June

WEST AND LOUD

W
S
C | WEST
SUFFOLK
COLLEGE

CAR & MOTORCYCLE SHOW
AT WEST SUFFOLK COLLEGE

22 APRIL 2017

10AM-2PM



£3 each - under 12's free

Includes Free Limited Parking off Beetons Way
Overflow car park at Olding Road Car Park

Free Entry for Show Vehicles - entrance Out Risbygate from 9am

CARS • SHOW & SHINE AWARD • STALLS
MUSIC • BBQ • ARCHERY • NAIL BAR
FACE PAINTING • BOUNCY CASTLE

www.westsuffolkcollege.ac.uk/carshow

01284 716273

All profits benefit Suffolk
Accident Rescue Service

WE STAND LOUD



2017 South Suffolk Classic The Route

The day will start at [Stonham Barns](#) and after signing on, wander over to the cafe and enjoy a free cup of tea or coffee. They will also have bacon rolls and cakes available for purchase as well as full breakfasts (if ordered in advance - details with the final instructions sent out just before the event). The first car will leave here at 9:00am.



Leaving Stonham the route winds its way east through the beautiful Suffolk countryside until we get to Leiston and the [Long Shop Museum](#). The Long Shop Museum offers fun for families, inspiring stories and feats of engineering, gorgeous designs and the Long Shop itself, a true icon of industrial revolution Britain.

Here we have arranged 2 guided tours at 11:30 or 12:15 which are free to entrants.



From here you will travel North West to [Norfolk & Suffolk Aviation Museum](#) at Flixton which has been much expanded in recent years.

In early 2014 the museum collection comprised 66 aircraft (including cockpits), and more than 30,000 smaller artefacts. 11 aircraft and 6 cockpits are displayed outdoors but everything else is on view within themed buildings for the Royal Observer Corps No. 6

Group, the 446th (H) Bomb Group USAAF, RAF Bomber Command, RAF Air-Sea Rescue & Coastal Command, and local aviation from the pioneer years to the present day.

There are also numerous exhibitions on special subjects including WWII Decoy Crews, Boulton & Paul Norwich, RAF Link Trainers, aerial photography, radio/radar/electronic counter measures, the Home Front, and Luftwaffe wreckology. Facilities include a Shop, Archive & Library, snack area (NAAFI), picnic tables, and a raised boardwalk to the river through a Willow plantation - the Adair Walk.

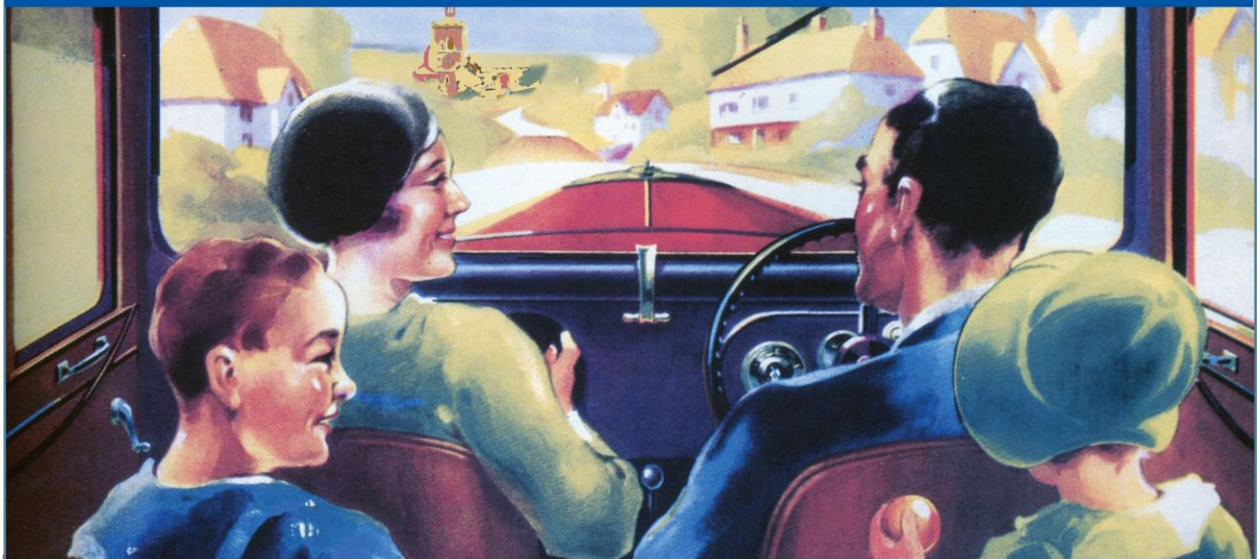
We will be joined on the day by the East Coast Pirates American Car Club, so there will be some lovely other cars to look around.

There are several places of interest which we will be passing on the run and these will be noted in the road book. Rather than have controls at these we have decided to give you the option to choose which if any you would like to look at (*or note for the future*) and decide your pace accordingly.

DISS HERITAGE TRADERS PRESENTS...

Diss
**HERITAGE
TRANSPORT
FAYRE**

SUNDAY 6TH AUGUST 2017



11AM TO 5PM
TOWN CENTRE AND THE HERITAGE TRIANGLE

DON'T MISS...

CLASSIC CAR DISPLAY
MINI BEER FESTIVAL - QUALITY STALLHOLDERS
LIVE MUSIC & PERFORMANCES - FABULOUS FOOD
EXTENDED SHOP OPENINGS - TOP NOTCH RAFFLE & MORE



**ARE YOU INTERESTED IN
SPRINTING IN 2017?**

THEN THIS IS FOR YOU!

**THE 2017 ESSEX EXTREME AEMC
SPRINT CHAMPIONSHIP**

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

Category A: Road Going Series/Specialist Production Cars
(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

Essex Extreme

www.essexextremebodyworks.co.uk



www.aemc.org.uk



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



Jelf, Jelf Insurance Partnership and Jelf Motorsport are trading names of Jelf Insurance Brokers Ltd (Reg No. 0837227), which is part of Jelf Group plc (Reg No. 2975376) and is authorised and regulated by the Financial Conduct Authority (FCA). Registered address: Hillside Court, Bowling Hill, Chipping Sodbury, Bristol BS37 6JX (Registered in England and Wales). Not all products and services offered are regulated by the FCA.

JP-2206/1/2015