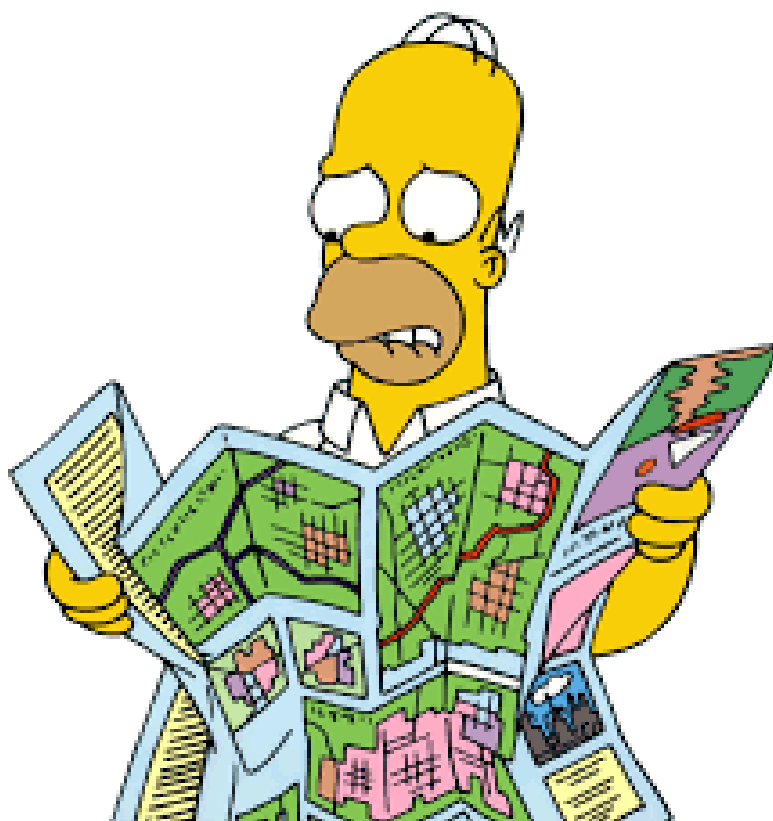


SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

June 2017



B & H Navigational Scatter

Sunday 11th June

Starting from the Village Hall in Scoulton

Finishing at The Chequers Inn in Thompson

11 for a 12 start

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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

President

Pat Ward

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

Competition Secretary

Chief Marshal

Social Secretary

Membership Secretary

Child Protection

Web

Company Secretary

Committee Members

Howard Joynt
howardjoynt@googlemail.com
07917 060052
Alan Kirkham
membership@sccon.co.uk
07530 231722
Christine Newson
cjnewson32@yahoo.co.uk
David Bell
percy@sccon.co.uk
01603 720871
David Leckie
01603 893294
Chris Edwards
Mike Lambert
Dale Lawson
Gordon Shipley

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

[**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 15th June for a Natter & Noggin

Diary Dates

**Sunday 4th June
Wethersfield AutoSOLO
2017 AMSC AutoSOLO
Challenge Round 1**

Wednesday 7th June
Management Meeting

Sunday 11th June
Navigational Scatter

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

Sunday 25th June
Midsummer Classic

Wednesday 5th July
Management Meeting

**Sunday 16th July
Debden AutoSOLO
2017 AMSC AutoSOLO
Challenge Round 2**

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

Wednesday 2nd August
Management Meeting

**Sunday 6th August
Cromer Soapbox Derby**

Thursday 17th August
Club night at the White Horse,
Trowse

Marshalling

Marshal Points:

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

Sunday 4th June
Wethersfield AutoSOLO
MDP Wethersfield
nr Braintree

Sunday 18th June
East Anglian Classic

Sunday 25th June
Midsummer Classic

Sunday 16th July
AMSC 12 Car Regularity Run
Tivetshall St Mary
nr Diss

Sunday 16th July
Debden AutoSOLO
Carver Barracks
nr Saffron Walden

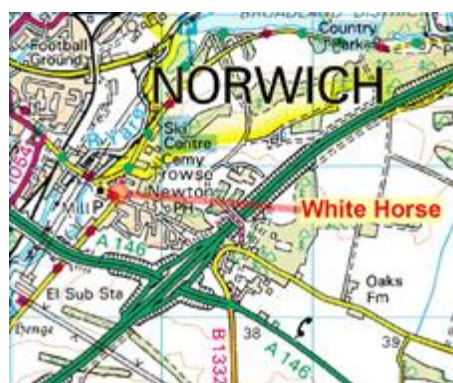
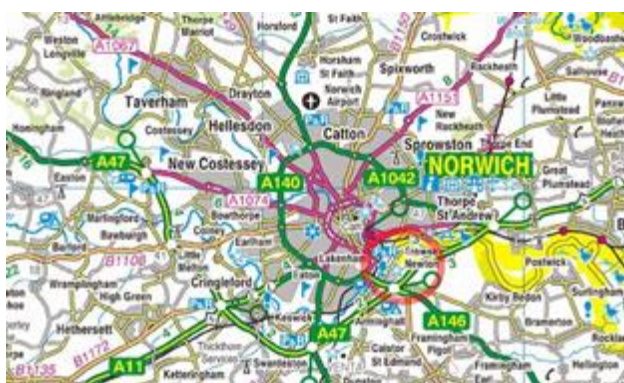
Sunday 6th August
Cromer Soapbox Derby

Sunday 13th August
AMSC 12 Car Regularity Run
Beacon Hill
nr Ipswich

Midsummer Classic

**Sunday
25th June**

[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 June 2017

Hello SCCoN members and friends.

As you can see from the inserted picture we are in June 2017, and it is Classic Car Run time. By the time you read this we will have just about two - three weeks to go before our big event. We have decided to start from Dereham Football Club again, and where we finish is a little secret until after 25th June. Why not visit us at the start perhaps even give us some help by marshalling during the day.

As I write this it is May 29th (Christine and mine wedding anniversary) and the Classic has reached a land mark of 100 entries, that means I can relax for a few days as the 100 is my target each year.

We are now getting into the busy time of the year for events and marshalling. Below I have listed the events for the next couple of months. If you could please have a look and work out if you could give a little of your weekend to either enter or come to marshal, as you should know by now Christine will normally be on hand with some refreshments of one kind or another. Don't be concerned if you have not been out with us before we will help you in every way we can with instruction in marshalling or if you want to drive the best way to tackle the day ahead.

Fri 9 / Sat 10	Wervik Rally Belgium
Sat 10	CAR-nival Sprint Abingdon Farnborough/Sutton & Cheam
Sun 11	CAR-nival Stages Rally Abingdon Farnborough/Sutton & Cheam
Sun 11	B & H Navigational Scatter
	Start - Scoulton Norwich, NR9 4NR SCCoN
Sat 17 / Sun 18	MG Live Silverstone
Sat 17 / Sun 18	Double 12 Motorsport Festival Brooklands Museum
Sun 18	Cars on the Green / Bury Motor Show
	Nowton Park, Bury St Edmunds IP29 5LU
Sun 18	2017 MSA Inter Association Autosolo
	Lymm Services M6 J20 CSMA
Sun 18	East Anglian Classic Historic Rally Chelmsford
Sun 18	Flying Fortress Stages
	Boughton House Estate, Northampton Dukeries MC
Sun 25	Midsummer Classic Run
	Start Dereham Town Football Club, NR20 3PX SCCoN
Thu 29 / Sun 2	Festival of Speed Goodwood

Fri 14 / Sun 16 British F1 GP Silverstone
Sun 16 12 Car Regularity AMSC / SCCoN
Sun 16 LB Electrical Twyford Wood Stages Mid Derbyshire
Sun 16 AutoSOLO / Autotest / PCA
Sat 22 **Debden presented by SCCoN and ECMC**
Sun 23 Autosolo Rockingham Peterborough MC
40th Annual Classic Car Rally Kings Lynn DMC

It would appear we still have venue problems which are coming to a head again, we had just reset dates again and have / had a good championship then we receive a body blow with the MOD at Woodbridge withdrawing the venue from events for the time being. We will try to sort out any issues as soon as possible and keep you and any championship contenders informed.

Are you doing anything in the motoring world well tell us about it, this your club newsletter.



"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 Kilchen, 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:



SPORTING CAR CLUB of NORFOLK ANNUAL DINNER & AWARDS EVENING

A good turnout for this year's dinner and awards night, as this year was to share the loss of two of the car clubs longest serving members. Jack Sears, a Touring Car legend during the 50s & 60s, still supporting Motorsport, sitting on the Silverstone board of the Touring car panel, the Ferrari owner's car club, as well as supporting the clubs' classic car runs. Also, a dear friend to me, Chris More, another keen road and stage rally person who holds a life changing moment for me, as without the hand of Chris I would not be here today. A moment neither of us forgot in a hurry, while setting up the club's stage rally in 1990 putting out the cones on the stage I fell off the tail lift and was dragged along, whilst my boots were getting hot and thinking I could not hold on for much longer Chris reached out to pull me back onto the lorry.

The evening went very well; the food and service was superb and the staff could not help us enough before and on the evening. We also said a big thank you to Lynne Wellbelove, who, as most knew, has been the car club's treasurer for thirty plus years. The club hope to see Gordon & Lynne out on future club events.

Well as I had the job to make it happen, I must say a big thank you to Peter and Tara Riddle, who are also both recovering from health problems, for all their help. I hope we can use Stower Grange Hotel again in the future, as the cost was not reflected in the quality of the food and service.

A big thank you to all who supported the evening.

Pat Ward

MSA EXTRA MAGAZINE – VOLUNTEERS

From the next issue onwards, the monthly *MSA Extra* newsletter will have a dedicated Volunteers section. This is part of our response to the volunteer communication survey that we conducted a little while back – almost half of respondents wanted a dedicated section in the newsletter, and there was feedback that the newsletter 'needs to be more aimed at volunteers. Contributions, case studies, roles we play, recognition, improvements, training, getting involved, support'.

As such, we are inviting clubs to submit any volunteer-specific news and updates for inclusion. Possible content could be: a volunteer reaching a particular milestone, i.e. 500 events; a volunteer winning an award, i.e. 'spirit of the rally' or similar; an event requiring marshals; a training day being organised. Alternatively, a piece of content could take the form of a short feature rather than a news story, i.e. a series of tips for volunteers, or a case study of a particular event's volunteer force.

Any single piece of content can be anything up to around 250 words long, ideally with a hi-res image or two.

Clubs are invited to submit any such content to us during the first week of each month and can reach us on media@msauk.org to submit articles or ask any questions.

Many thanks in advance.

Regards,
Tim

Tim Swietochowski MCIPR

Head of Communications

Motor Sports Association, Riverside Park, Colnbrook, SL3 0HG

Pat Gadsby

1938 – 2017



Pat's rallying history goes back to the 1960's, but may be further. He originally rallied with a few guys from Chelmsford Motor Club.

Pat and Ray Heathcote rallied together in the 1970's originally with Ray running a number of Escorts. On one event actually started in one car and finished in another with the same registration number, it was an Around Britain Event. The second car was bought on the event, if I remember correctly. This prompting the introduction of the rule for events that the body shell had to be the same as the one that started the event. Ray retired in the early 1980's, but returned in the 1990's with the Vauxhall Viva.

During the 1980's he teamed up with Bill Boyle initially in a Mark II Escort, but finding that uncompetitive Bill bought a Group 4 Blydenstein Chevette HSR for road events, and finally competing in the Bianchi Rally 1983 in Belgium where they finished 19th Overall and top placed British competitors of that year. He also competed on a number of events with Andy Wolfe in his Hillman avenger.

During the 1990's Pat rallied with Ray, Sarah Harmer (winning a welsh event), John Harmer, Mike Biss, Damian Conway, Toby Adam, Dennis Quinn, myself and countless others. During this time, he was competing in rallies from Yarmouth to Pembrokeshire and as far north as Derbyshire. But towards the end of his career Wales was the biggest draw, I believe it is also where he started during his University days around Bangor.

He died on 27th April 2017 after a battle with cancer.

Sean Gadsby

Marshals Post

Upcoming club events: Midsummer Classic, Debden AutoSOLO, Cromer Soapbox Derby, Wethersfield AutoSOLO, Targa, Lyng Car Trial

Other clubs:

AMSC 12 Car Regularity Run on Sunday 16th July starting from Tivetshall St Mary (nr Diss) organised by Anglia Motor Sport Club

Debden AutoSOLO on Sunday 16th July at Carver Barracks (nr Saffron Walden) organised by Eastern Counties Motor Club & Sporting Car Club of Norfolk

AMSC 12 Car Regularity Run on Sunday 13th August starting from Beacon Hill (nr Ipswich) organised by Eastern Counties Motor Club in association with Anglia Motor Sport Club

Further information (if any) available from Martin Newson on 01502 716280 – there are also links on the Marshalling page on the club website (www.sccon.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.sccon.co.uk/index.html)



Cromer Soapbox Derby

Sunday 6th August 2017

Contact Mark or Lorraine Annison if you would like to help

Dates for the Diary

It would be good to see some club members supporting these events especially the Scatter

Navigational Scatter

Sunday 11th June

Organised by Howard Joynt & Bernie Fox

More information, regulations & entry form will be found on the SCCoN website www.scon.co.uk

12 Car Regularity Run

Sunday 16th July

Organised by Ian Doble & David Bell

More information will be found on the AMSC website www.amsc.org.uk

12 Car Regularity Run

Sunday 13th August

Organised by Tony Burchnall & Nick Skuse

More information will be found on the AMSC website www.amsc.org.uk

Motoring News from 1973 - quite a year

I'm sorting out some old magazines and have just gone through my collection of 'Motoring News' (nowadays it's called Motorsport News) for the year 1973. SCCON gets mentioned too.....

Dunlop Run-Flat Tyres

Early in the year MN reported that Dunlop was in discussion with the Department of Transport about their 'Total Mobility' tyres. They were seeking permission for motorists to continue driving on a punctured run-flat tyre. Dunlop quickly re-named their run-flat tyres 'Denovo' and they were made available as an option on new Mini 1275GT's, Leyland Princesses and the Rover P6 3500-V8. While working for BL in the 1970's, I carried out some testing of Denovos on motorways and other public roads. My worry was that many drivers wouldn't even realise they'd got a puncture, so they wouldn't keep to the 50mph recommended speed for a deflated Denovo; then the flat tyre might overheat, risking a more serious failure. Unfortunately for Dunlop, the 'Denovo' wasn't the big sales success they'd hoped for and a few years later it was quietly discontinued. Was it ahead of its time? Well, more than forty years later, you can now specify your new BMW with run-flat tyres. But even if you don't specify run-flat tyres on your new Bee Emm, it will still come with no spare wheel!

Mobil Economy Run

In March 1973, Motoring News featured the 1000 mile long Mobil Economy Run. My old friends Harold Marfleet and Derek Dixon of Wallasey Motor Club achieved 51.049 mpg in their Mini Clubman, the best fuel consumption of any car on the event and they won their class for the third year in a row. Harold was a driving instructor running the Grosvenor School of Motoring and Derek was an experienced road rally navigator. British Leyland cars fitted with SU carburettors won four out of the five classes, while the fifth class was won by a lone Toyota Celica. On the night sections, Derek read the road from 1" O.S. maps so Harold could hurtle downhill without touching the brake unless it was absolutely necessary. Derek once told me "some parts of the run were more like a road rally".



Harold, always kept his interest in fuel economy. At 76, he was the oldest driver in the 2003 Shell Eco-Marathon, held at Rockingham, coaxing 205 mpg out of his road-legal, taxed and MOT tested GSM prototype. The GSM was fitted with a modified 50cc petrol engine from a Honda moped and Harold once drove it the 60 miles from Silverstone to Fyfield in Essex under the supervision of an RAC scrutineer. On this run, he achieved 372 mpg at an average speed of 21.6 mph and this was certified by the Guinness

Book of Records as the best fuel consumption ever recorded on British roads. In 2008 Harold entered the Eco-Marathon again, this time in a new diesel economy car he'd built; the 'Mouse Mk1'. This vehicle is also road legal and achieved 608 mpg around Rockingham, though the speed requirement for that event was quite modest, being defined in the regulations as "at least 15 mph average".

I thought I'd phone Harold to see how he's doing. Now 90 years old, he is as enthusiastic as ever. He told me he still owns the 350cc AJS motor bike that he bought new in 1948 for £135, and he's also kept his 1965 Austin Healey Sprite. In the 60's he gave driving lessons in that Sprite, but also entered it in the 1966 International Welsh Rally - complete with dual controls! His wife Doreen co-drove and fortunately she could tuck her feet under the extra pedals and brace herself on the toe-board. With a late starting number they had rough surfaces to contend with, but they finished 69th out of 124 entries. Can you imagine what today's scrutineers would say about a rally car with dual controls?

MN Championship Road Rallying in Norfolk

At the end of March, the Motoring News Road Rally Championship came to SCCON rally territory in Norfolk for the Servais Rally on 1" O.S. maps 124, 125 and 136, (mostly on today's 1:50,000 map . 132). The winners were Nigel Rockey and Paul White in their Escort RS1600. A few years Paul won the 1980 Lombard RAC Rally co-driving for Henri Toivonen. My interest was captured by the troubles that some competitors experienced at the ford just south of Castle Acre (at map reference 815145). The road crosses the river at an angle and it was easy to go the wrong way and drive up-river instead of exiting the ford. Don Kettleborough, a former colleague from my days working at Austin-Morris, Longbridge lost 16 minutes in his Mini. I thought I'd have a look at this ford in case it's ever used on a SCCON 12-car. Don't worry, it won't be! I suggest you mark it as a non-goer on your maps because there are now nine inch drops into the ford from both directions and you'd need a serious 4x4 to get through it. If you want to go and have a look at it, I recommend you to approach it from the north, then you won't have to reverse for a quarter of a mile on a very narrow lane - like I had to!

Lancia Stratos

Production of the Group 4 Lancia Stratos started in 1973 and in April Sandro Munari and Mario Mannucci took the first of its (and their) many victories, winning the International Firestone Rally in Spain ahead of a BMW 2002, Porsche 911, Escort RS and a Ferrari Dino 246.

A SCCON Autotest

In May, MN featured an article under the title "Norfolk Tandem Autotest" and SCCON was praised as one of the first clubs to run an autotest with two cars competing side-by-side. This was the eighth running of SCCON's tandem event and it was a qualifier for both the BTRDA and RAC Autotest Championships. It was held at Norwich cattle market (off Hall Road) and became a head to head between two former RAC Autotest Champions: Trevor Smith in his 1275cc Austin Healey Sprite MkIII versus Denis Beare in his MkI 'Frogeye' Sprite fitted with a 1275cc engine. On one test, Peter Cox had the handbrake lever of his Sprite come adrift in his hand. At the end of the day FTD went to Trevor Smith, his fourth win of the year, giving him the lead in both championships.

Austin Allegro - the beginning

The new Austin Allegro with Hydragas suspension was announced in May 1973. Motoring News said "With the Allegro, British Leyland have got the ingredients right first time and there can be no doubt that it will prove to be exceedingly popular." *How wrong they were!* A week later MN reported the Allegro's competition debut in the Five Motor Clubs' Championship Autocross near Oxford. Roger Connor's 1500cc Allegro achieved second fastest time of the day only beaten by John Last's Jota autocross special and by just 0.6 seconds. My friend Gethin Jones also entered this event in both a Moskvitch 412 (slow) and a Vauxhall Viva 1800 (in which he very nearly gained a class award). A few years later Gethin bought and restored GRX 5D, an ex-works Mini Cooper S which he used to win the 1982 Silver Jubilee Classic Rally. The Allegro is remembered (and slated) for its 'Quartic' square steering wheel - but maybe it was ahead of its time because today's Ferrari La Ferrari has a Quartic steering wheel too. And that is one reason why I will ABSOLUTELY NEVER buy a La Ferrari. Incidentally, West Midlands Police bought a lot of Allegros to use as Panda Cars - but they insisted on round steering wheels, which BL obligingly fitted for them. At the end of the day: money talks!

Royal Patronage

In the 5th April issue, MN reported that after competing on the 1970 World Cup Rally, HRH Prince Michael of Kent was still interested in rallying and would be tackling selected British rallies during 1973. After some driving tuition from Roger Clark at Boreham, he entered Kirby Lonsdale Motor Club's Devil's Own Road Rally with Stuart Gray navigating. On this Ford Mexico Rally Championship event, they finished 21st in a Ford-supplied Mexico and he was part of the winning team. Progressing to stage rallies, he entered SCCON's multi-venue Lancia Pointer Stages on 3rd June 1973 in a different (orange) Mexico, finishing in 73rd place. He went on to compete in the 1973 RAC Rally where it must have been interesting to watch his driving: by the end of the first day, with three and a half more days of rallying still to come he'd "used up" his entire stock of wheels and had to borrow some Hillman Avenger wheels to continue. Unsurprisingly, he didn't make it to the finish.

Lotus Elan - the end

The Lotus Elan had been launched in 1962 and the majority had been sold 'in kit form' to avoid the 25% purchase tax on a new car. The 'kit' was very easy to assemble as it was pretty much a complete Elan, just waiting for its engine to be fitted. At one time, a fully factory-built Elan Sprint cost nearly as much as a Jaguar E-type, so there was a strong incentive to buy your Elan in kit form. In March 1973 Lotus were encouraging customers to "save £400 on your Elan" because the purchase tax concession for kit cars was coming to an end and VAT at 10% would be imposed from 1st April. But sales were falling and in August MN reported that the last Elan had been completed, making a total of 12,224 built over 11 years. Allego in, Elan out - it doesn't seem a fair swap does it?

Alpine-Renault A110

On the world rally scene, the Lancia Stratos wouldn't compete in the World Rally Championship until 1974. Meanwhile, Alpine-Renault had developed their initially fragile Alpine-Renault A110 coupe into a formidable and robust little rally car with an 1800cc engine producing 185bhp in a car that only weighed 730kg (similar to the original Lotus Elise). Four different drivers won six WRC events during 1973, making Alpine-Renault the inaugural winners of the World Rally Championship for Makes.

R.A.C. Green Paper on Rallying

At the end of 1973, Motoring News published the full text of a 'Green Paper' produced by the RAC as a consultative document on motoring events using the public highway. It had been written by a group that included officials of the RAC, organisers of some of Britain's best rallies, former managers of works rally teams, and some of the top rally co-drivers of the time. Setting out a series of twelve proposals to facilitate the closure of public roads so they could be used for motor sport, the document had clearly been written with road rallying in mind. It was suggested that road closure distances could be between 50 to 120 miles for events below International status, with no limit on the extent of road closures for International events. That was probably too much to expect and it has taken until now for somewhat different legislation to be enacted. On 7th April 2017, an act was passed by Parliament that allows the closure of public roads on mainland Britain for authorised motor sport under the jurisdiction of the Highways, Local Council and Police authorities rather than the Government. So it only took forty three and a half years from that initial Green Paper! I suppose we have to say to the RAC MSA "Well done for sticking at it".

1973 - it really was quite a year, wasn't it?

SCCON Member on TV

Now that we've advanced 44 years, how many of you were watching The One Show on BBC1 on Fri 28th April 2017? It featured the Grosvenor Fish Bar in Lower Goat Lane, Norwich which is offering modern fish-menus, based loosely around traditional British fish and chip shop fare but with some new twists. But what has this got to do with SCCON? Well, the programme took to the streets to canvas the views of the people of Norwich, and the very first person they spoke to was long-time SCCON member Damian Conway who tried (and liked) a Sea Bass with Mango Salsa.

Peter Riddle May 2017

Northern Notes

Geoff Bateman

Things up here in the Northern end of the country are beginning to get busy and hardly a few days go by without getting an e-mail or a flyer about another event to enter or marshal.

April always sees the last sealed surface autotest of the winter season at our site at Maryport as the seagulls start to nest around the site by late April and we lose our access to it for a few months. The current series of tests have seen quite a lot of people taking part and some of the specials coming down from Scotland have been quite amazing to watch. As a consequence, the test organisers have been trying to spice things up a bit and the final event was the most difficult to date, well for me anyway! There were 3 tests in what is a relatively small area and they all involved reversing at least once. The MGF is probably not the best car for this sort of thing and I am certainly not the best driver and by mid-way through the afternoon there was smoke coming from the clutch and reverse gear was getting more awkward to reach. It's not good at the best of times, it either goes in or it doesn't. Anyway, after a hard day trying to wreck the transmission I achieved my first bottom placing in a competitive event, as far as my memory goes, truly an auspicious occasion. I don't really think autotests are my thing, but they can be fun sometimes. I've decided to permanently retire the F from competition now as I really like it and it deserves to be treated a bit better now it is over 110,000 miles (original head gasket).

The Maryport test was followed a few days later by the Wigton MC "test" day at the Rowrah Karting circuit between Cockermouth and Cleator Moor. It's a really fun venue with the track being to international standards for karts and being wide enough to get cars round despite the two hairpins being a bit tight. We'd taken the 205 out to try to check a couple of things, and to have a play as well, of course. Unfortunately, it was a very wet day and the rubber and oil film on the track makes it quite entertaining in the wet! I wanted to try some tyre pressure changes and managed to confirm my earlier thoughts from the values we'd used at the White Heather a month before but not before having a bit of an off into the bark chippings, narrowly avoiding the crash pads at the side of the track. I know it's probably old hat to those of you who've been doing this for years but I'm still feeling the way with this and have come to the conclusion that the car handles better with higher pressures in front and rear which gives better bite in the edges for turn in, allows me to get a bit of handbrake action with the rears and so far, (touch wood), has prevented us from rolling any more tyres off the beads or getting punctures on the rougher gravel tests. So, a wet day but useful and at £40 for as many laps as you can do in 3 hours, quite a few bangs for your buck, as the saying goes.

The following weekend saw the 944 out for Drive it Day when we have an informal meet in the grounds of Dalemain House between Penrith and Ullswater for a few hours across lunchtime. One of the lads had worked out a route for a short run over there from Mockerkin in the morning and we decided to join in despite it being a bit of a circuitous diversion for us. In the event it was a gloriously sunny day and there was an excellent turn out. The run took a bit longer than expected, which was partly caused by the fact that lambing season was in full swing so more care is needed as they do seem to have the knack of getting out onto the lanes we like to use, and also several of the smaller roads are gated which can sometimes involve a lot of stopping to open and close them. However, when we got there we found about 250 cars had turned up making a really good show and helping with our charity collections. It was good to have a catch up with some people we hadn't seen for a while and shows the popularity of the classic scene up here as there were several other well attended events around the region on the same day.

With the month of April coming to a close it was time to get the 205 ready for the trip over to south east Scotland for the Berwick Classic Rally, a two day event run over the Saturday afternoon and all day Sunday. I bought a second-hand Brian James trailer towards the end of last year and the 120 miles up to the trailer parking at Dunbar was to be its first real test. The week before was spent doing a few things on the car which I'd meant to do earlier, but you know how it is. Anyway, I fitted a tank guard following last year's experiences and fitted the new Brantz timer that we had decided to buy to try to give us some idea of how fast we were going for the regularity sections, which all cars on historic and targas have to complete. A drink bottle cage was fitted to the roll cage for Maggy to have some water to drink and a new poly bush bottom engine mount was fitted. Saturday morning, I loaded up the car on the trailer and all the other stuff into the back of the MG6 and off we went up through Carlisle and then up the A7 to Edinburgh. It's quite a nice run up that way now since the motorways have taken virtually all but local traffic on the route. Things were going fairly well until about 10 miles south of Edinburgh and the front nearside trailer tyre exploded. That was a good start! Luckily there was a bus stop we could pull in to and the wheel was change but we now had no spare. We continued at a more circumspect speed and managed to reach Dunbar without further incident. We arrived to find trailer parking was in the overflow car park (field) which fortunately was dry due to the very dry weather we had experienced through April. Luckily there was no one about to witness my entry to the field which was a bit up and down and we managed to get parked up and unloaded without being the afternoon's entertainment for others who have been doing this longer. It's a bit like going camping for the first time when you don't want to look too much like a novice/idiot.

Car unloaded it was a 40-mile drive down to Berwick to the hotel to check in and then off to scrutineering. It was nice to have the scrutineer say complimentary things about the Pug and we got through with no problems. Saturdays activities comprised 4 regularities which were a mix of public and private roads and one test, Shoreswood South. The navigation was all tulip road book which made things a bit less hectic for Maggy as we tried to get a system working for us with the clocks and the trip and resetting and speed changes and IRTCs etc, you know the drill. It was the first time we have ever tried to do this by the method which we believe we are supposed to use (not mobile phone apps etc) and by the end of the evening we were actually beginning to get a workable method even though the times were still a bit out. By the time we got to the finish venue it was just past 8 pm so we didn't bother to wait for the results, just a quick dash down to Tesco for a sandwich as we were too late for dinner at the hotel and then back for a beer or two, Sunday's route was 100 miles plus of pre-plot, Maggy suggested I do it that night but I said it was OK I'd get up early Sunday and do it before breakfast.

Got up Sunday at 6 and started plotting by 6-15. Didn't finish the plot until 8-30, oops, should maybe have done a bit last night. Got down to breakfast late, they were slow so nett result no breakfast as we had to be on Berwick Quay for 9-30. The best laid schemes of mice and men. Sunday was to comprise 3 regularities and 11 tests. We didn't get the instructions for the first 2 regularities until 1 minute before start time which had Maggy worried, but they turned out to be tulip so that calmed the nerves a bit. The 3rd regularity was a mystery new venue and we would be given instruction at the lunch stop.

The run out to the first two tests was straightforward, they were both at farm sites and the first one was a bit tight for us but the second was a nice quick blast interrupted by a code board stop before a nice fast run out down a narrow lane. So far so good, nerves settled, sun shining, what could possibly go wrong?

The run down to the next test area included a regularity section which we managed to get through without too much trouble as it was tulip with a mix of public and private roads similar to the previous night. We were fairly happy with the situation and continued to the next test at Whiteburn. This is a nice test with a mix of concrete, gravel and grass surfaces. Nice straight blast, 90 right, 90 left, 90 left, 90 left round a small wood then 90 right out into the field and on to the grass. This year the grass was dry so we didn't slide through the finish this time. Out and on to the next test at Tower Farm which was not too tight but with a good selection of fixed obstacles to miss and a short run through the barn. A short road transfer up to the next test at Spott Farm saw a nice test round the grain store with a bit of up and down, 2 laps round the store and a nice long run out to the finish on a nice bit of loose gravel. Unfortunately, we were having a bit of an ignition problem with the car and it very nearly stalled twice on a short, steep ramp over the weighbridge. The problem had started earlier in the day but was now getting worse and causing some concern but we kept going as on leaving the test we immediately entered the next regularity which was all on private gravel tracks but fortunately was still tulip. We got to the 2nd intermediate check and I thought we were doing OK then the engine cut out at the control, which was conveniently in a gateway, and I couldn't get it to start. I kept trying for what seemed like an eternity and eventually it reluctantly started and we could move off, however, by then our timing was totally hopeless. There was only one more test to do before lunch and the problem was intermittent so in the best tradition we just worked on the "we'll keep going until it dies" principle. We got to the last morning test at Eweford which was all on gravel with a short run and 90 right into a small car park with 3 cones and then out followed by some nice fast gravel track with a 360 round a cone and a 3-cone slalom before a fairly fast straight run before a stop astride shortly before the finish. Fourth gear for the first time on a test and clouds of dust everywhere, most impressed, but what was better was the car ran fine.

Into lunch we were felling quite happy with the morning's efforts despite the engine problems so a quick sandwich, drink and cake, cake, cake and then a look at the car. Doing the usual "pull it and see what happens" method of electrical fault finding quickly revealed a problem with the LT coil connection. The receptacle had a plastic cover over it and because it's not the easiest of places to get to, at some time in the past (probably when I first got it) the connector had been pushed on to the blade on the coil but instead of going in to the receptacle had instead gone between the receptacle and the plastic housing. It had obviously been a good enough contact to work for a couple of years but the rough tracks of the Berwick had caused some arcing which degraded the plastic resulting in the intermittent fault. Problem sorted, fired it up and thought that was it for the day.

At lunch, we were given 2 marked up A4 maps of the final regularity, a 13.5 mile (approx) run on gravel using the perimeter (mostly) service road of the Crystal Rigg wind farm. Interesting we thought. Maggy had trouble even seeing the maps as dotted lines against a green background are not really good for her but it is what it is. We entered the section, clock and trip zeroed and waited for the start. Off we went, within half a mile Maggy said "I can't do this" so I just said, "Don't bother with the navigation, just do the clocks and I'll follow the wheelings in the dust". Oddly enough we got to the first intermediate so continued on the same tack and got to the second. Flushed with success we just had to find our way out and the final control. All was going as well as could be expected and then we got to a junction which was on large stones and it was impossible to see where the traffic had been heading. We stopped, a following crew stopped, the choice was either left or straight. Straight it was then, down the track a couple of hundred metres and we found the road, unfortunately it was the wrong one, but at least I could find where we were on the map and could see that we were only 3 junctions from the end, so a quick turn round,

much to the amusement of the dog walkers, who unfortunately then got a good coating of dust as we took off, and it was back to the junction where right, up the hill, missed left to the final junction, left then right as per map and 150 metres later nearly collided with a wind turbine! Oh dear, said the driver, a quick lap of the wind turbine and back to the junction to try another way, so go left down the track about 250 metres another wind turbine, round and out take next left, another wind turbine. After visiting at least 5 of the identical wind turbines in this featureless scrub land landscape we were well and truly disorientated. It was serious, we were beginning to think we would still be in there at midnight and would need the local mountain rescue to find us. Luckily the next attempt got us back to where to the junction where it had all started to go pear shaped and we took the last option out which to our great relief took us to the finish after about 300 metres. The final junction had been totally different to the map and a new track had been added which totally threw us out, but we were out, that was it, no more of that, thank you. We found out later from the marshals that when the course closer came thorough and asked, "have you had all 51 cars through" they had told him that they had only seen 43 so there may still be crews up there going around in circles. I know we came out of it with about eleven and a half minutes penalty but even with that were about half way up the field for that section. Excellent venue but nightmare navigation, well for us anyway.

With Crystal Rigg over the atmosphere in the car was a little subdued but we got to the next test at Cockielaw and things soon picked up. A good run downhill on tarmac/gravel interrupted by a 90 left stop for code, reverse stop for code then blast up the hill round to the left for another code then a fast trip round the farm buildings and a nice fast exit down the track to the finish made us feel better and we were quite pleased with the run through, much more fun. We were running out of petrol and made the decision to pop in to Dunbar to get some even though we only had about 15 minutes of lateness left. As we drove down we were followed out by an MGB GT which instead of turning left to go up to the next test, followed us all the way into Dunbar to the petrol station, waited whilst we filled up, and then followed us all the way back to the next test, and we thought we were having a tough day!

Lawhead was the next test and was another farm site with a quick blast round the yard and a trip into the barn (lights required) for a 180 and exit. We cleared it with no penalties, the tests were getting much more fun, the wind farm was but a distant memory and the mood in the cabin had improved. A fairly long road section followed which allowed us to catch up on a little lateness as we headed to the next test at Crauchie. We'd done this test last year, it's just a quick blast round a wood on a mixture of concrete and gravel with just a little kink round a cone to check the speed followed by a nice, fast, straight run out on gravel to the finish through a stop astride to slow you down. Great fun, 4th gear which was a first, big smile! That was better, the tests were just getting better as the day went on. Looking forward we headed to the penultimate test at Sydserf which is a long, open test around a turf farm, starting on concrete, changing to gravel and then to grass. Nice fast start, kink right through the hedge and a quick stop for a code board then flat out on the gravel, 90 right down to a stop with a free reverse then out and down along the side of the beck for a twist fast bit on grass, avoiding going in the beck which would be game over, a final 360 round a cone followed by a long straight, 4th gear on grass, 90 right, fast straight to finish, wow best test so far, just love the smell of burning grass on the exhaust. Life was good, this was fun. A short road section and we arrived at Scoughall for the last test, it looked good on the diagram and we weren't to be disappointed. Mixed concrete and gravel surfaces and lots of trees for the first part of the test. A quick 90 left out of the start and a nice fast run down a gravel track through the trees, spoilt only by having to stop for a code board. Take off and another fast bit down to a stop and free reverse before off to the right and a quick run on the gravel interrupted only by a

couple of easy 3 cone slaloms and annoyingly 2 code board stops, but a nice, long fast run out to the finish.

The run back to MTC6 and finish was nice and relaxing and most of the regularity aggravations were put into perspective. This is a really challenging event with some really enjoyable tests but the regularities are something which people either seem to like or not, depending, I suppose, on how good they are at it. Personally, we enjoy the tests and see the regularities as something we have to endure to get to the next test but each to their own. The trip back from Dunbar was taken at quite a sedate pace, pulling over occasionally to let traffic past and we got home about 10-15.

This is a good event and certainly worth a go at least once if you fancy a challenge. It has no repeated tests and most of them are also blind from the start so you are straight in off the diagram driving it blind so to speak. These events are definitely a different kettle of fish to what we had got used to at venues like Wethersfield, Woodbridge and Debden but now we are getting used to it, personally, I think these multi venue events present much more of a challenge as they're a bit like Forrest Gump's box of chocolates, you never know what you're going to get.

We have a weekend off now to sort the car out for our next event, the South of Scotland Car Club Targa on the 14th May, all tests, only 50 road miles and no regularities, watch this space!

Geoff & Maggy



Anglia Motor Sport Club



2017 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	4 th June	Wethersfield	WSMC
2	16 th July	Debden	ECMC / SCCoN
3	20 th August	Wethersfield	ECMC / SCCoN
4	17 th September	Wethersfield	CCC
5	1 st October	New venue	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	2 nd September	Debden	WSMC / WAC
4	8 th October	New venue	SCCoN
5	22 nd October	Debden	WSMC

Not a Challenge round but there will also be a multi-venue Targa running on Sunday 24th September, organised by CMC, and using tracks which will be familiar to Preston regulars

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

2017 AMSC 12 Car Regularity Runs



Round	Date	Venue	Organising Club
May	28 th May	NE Essex	CMC / AMSC
July	16 th July	Norfolk	AMSC
August	13 th August	Suffolk	ECMC / AMSC

2017 / 2018 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	15 th October	Ivinghoe Aston	FMC
2	5 th November	Kensworth	FMC
3	12 th November	Lyng	SCCoN
4	10 th December	Wattisfield	WSMC
5	1 st January	Seckford Hall	ECMC
6	21 st January	Harlton	CCC
7	11 th February	Holbecks Park	WSMC
8	18 th March	Wattisfield	WSMC
9	25 th March	Ivinghoe Aston	FMC
?	tbc	Lamarsh	ECMC

Very provisional, the Lamarsh event was originally scheduled for 1st October but a new date will be arranged

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12 Car Regularity Odds & Sods

Off to deepest Essex for another tick off the bucket list, after two goes at a Regularity in the right-hand seat it was time to sample one from the **other side**. Gordon was the man who offered his services as chauffeur, brave chap, I knew it would be a challenge, but I didn't realise just how much! This was the first of three regularity runs forming a mini AMSC Challenge over the summer months, this one organised by Paul Brewerton, East Anglian Classic supremo, it attracted one or two 'serious' crews out for a bit of practice. From previous results in other disciplines I was entered as a Master which did seem a bit unfair for my first ever regularity as a navigator and Gordon's first ever as a driver, I think Absolute Beginner would have been a more appropriate class, well backed up by the result. Event started from the Shell garage on the southbound A12 at Marks Tey. As is usual on these type of events, there is a set route to drive to ensure your trip is synchronized to the organisers, ho-ho-ho! We drove it anyway, mainly because it would be rude not to, Gordon started to show a bit more enthusiasm as it was soon apparent that once you get off the A12 there are some superb lanes lurking in the countryside.

Usual laid-back approach to documentation, bit of plotting and then ready for first car away at 10:01. All pre-plot with half the navigation sent out with the finals and the other half handed out at signing-on. Bit of a query about Paul's interpretation of avoid grid references but that was quickly sorted, the idea of the events is to test your ability at driving to a set speed, not to catch you out with the navigation, however, as I proved who needs tricky navigation! Two regularities, three timing points in each, regularity 1, coffee break, regularity 2, lunch at the pub, we were in the pub by 12:30, very civilised. The route itself used the lanes to the south of the A12, regularity 1 a clockwise loop to the north east of Tiptree, regularity 2 a sort of figure of eight to the west of Tiptree, finishing off at a pub in Heybridge Basin on the outskirts of Maldon. Worries about traffic in the lanes on a very hot Bank Holiday Sunday did not materialise, I would like to blame my abysmal performance on the traffic but I can't remember any baulking apart from one period behind a cyclist.

Running at car 8 (fortunately all cars ran in the same class) the run out did not quite go to plan, while being puzzled meeting some of the earlier cars driving towards us I missed the first serious slot, oops, fortunately no damage done, the puzzle was never resolved. Self-start regularity, fill in your own card and start on the next free minute. Included in the navigation handed out at signing-on was all the average speed information and for regularity 1 this was: start at 26mph, after 5.75 miles change to 30mph, after 0.78 miles change to 25mph, 4.09 miles after timing point 2 change to 30mph for the rest of the regularity. Looks a bit complicated but in theory it is quite straight forward and in practice it is, but only **if you know what you are doing!**

Procedure at timing points **should be**, reset the stopwatch and restart it at the point the marshal stops their clock, time card to marshal, note the ideal time displayed by the marshal, note the distance on the trip, reset the trip, retrieve the time card, thank the marshals, leave the control. Easy-peasy, ho-ho-ho, my efforts at the first control went along the lines of immediate headless chicken pressing every button on the stop watch in an effort to reset and failing miserably but I did have confirmation that the date was set correctly, then discovered it would probably be a good idea to open the window, card handed over, but what was that A4 sheet full of numbers being shown to me by the marshal, scribbled some of them down, asked Gordon to reset the trip, still struggling with the stop watch gratefully accepted the card from the amused marshal, and off we went, things could only get better! Obviously, timings were now going to be a bit 'chocolate fireguard-ish', perhaps an opportunity to concentrate on the map and try and send Gordon along the correct route. One of the numbers scribbled down was the distance travelled so even though

I had no idea time wise I did know how far it was to the first speed change. Experienced regularity-ists would simply have corrected the stop watch fiasco by waiting for the time of day clock to read 1 or 2 minutes after the time on the card and fire off the stop watch 1 or 2 minutes late and do a bit of simple mental arithmetic when comparing trip to speed tables. Things didn't improve at the second control, not quite as bad, but not a great improvement, third control things were better as I finally managed to press the buttons in the correct order and at the right time, shame really as it was the end of the regularity. Still time for a serious wrong slot on the way to the coffee halt. The biggest problem I was having was trying to work out whether I was late or early comparing the speed tables to the trip, brain just went to mush and there was a lot of 20 seconds late, speed up, no, now 40 seconds early, slow down, Gordon was very patient. This late or early problem was never really solved. Scores on the doors at half way had us on 1:43 against the leaders 0:15.

The second half went better in the office apart from a serious wrong slot and a missing entry on the card, yes that really **WAS** a better performance. Average speed information for regularity 2: start at 24mph, after 1.68 miles change to 28mph, after 2.66 miles change to 24mph, 1.25 miles after timing point 1 change to 30mph, after 1.05 miles change to 25mph, 0.42 miles after timing point 2 change to 27mph for the rest of the regularity. Things started off well, first speed change spot on, then it all went seriously pear-shaped. Should have been concentrating on the map rather than the speed tables, first sign of the impending disaster was when Gordon called a junction that wasn't on the bit of the map that I thought we were on, far too busy looking for the second speed change point, fortunately went the correct way but in the confusion missed the slot at the speed change point. A cross roads confirmed the wrong slot, u turn and the prospect of some mental arithmetic, theoretically recovery from a wrong slot is measure the distance back to the junction, double it and adjust accordingly! For some reason, we decided the wrong slot was 0.2 mile giving an adjustment of 0.4 mile, unfortunately on the kitchen table the wrong slot measured 0.6 mile meaning that the adjustment should have been 1.2 miles. We thought we had recovered at the timing point, and we had sort of, but sadly we were 2 minutes late (that would be the missing 0.8 miles adjustment at 24mph – rather weirdly I was happy with that as at least I had achieved what I intended – even if it was wrong). Still struggling with the stop watch at the control but things went seriously downhill at the next timing point.

A big clue that things were not as they should be being closely followed into the timing point by the car running 2 minutes behind us, this also contributed to the impending disaster. We were now running on the same time as car 9 and even though I thought we were doing OK as we arrived at the next timing point together, sadly both 1 minute late (apologies to Ed & Jim), but as we left the control something was very wrong but I couldn't quite put my finger on it. One of the tasks for the quieter moments is to work out penalties based on actual time against the ideal time displayed at the timing point, trying to do this highlighted the niggles, I had two ideal times scribbled down but only one entry on the card, still didn't fully realise the problem, only when we got to within a couple of miles of the end of the regularity did I realise that there was only going to be one more timing point. Immediate assumption was that we had missed a control, confirmed by Tony Michael at the final timing point. Quick chat with other crews at the finish and I finally realised that although we had been to all three timing points I only had times from two on my card. Fortunately, Paul filled in the missing time from the marshal check sheet and all was well. Surprised to end up 5th o/a, eventually finishing 9th o/a after Paul had corrected one of the ideal times. Remember that disaster at the first timing point on the second regularity, bizarrely the ideal time shown was 1 minute out so everyone was 1 minute early, apart from us turning up 1 minute late, once corrected this added 1 minute to our total penalty and reduced everyone else's by 1 minute giving a 2-minute swing and a bit of free-fall down the scores on the doors.

Top three position were Andy Elcomb & Joy Waiton on 0:57, Emma & Rob Henchoz on 0:67 and George Hendy & Ray Crowther on 1:33. Our total penalty was a not very impressive 4:52, but at least we weren't last.

I didn't expect to do very well, and I didn't, although an inability to work the stop watch was never on my list of potential problems! Please don't be put off, we had a good time and I am determined to have another go, it is not difficult, just oh so different! Again, we ran in a car with a standard trip, and if only I had stuck to my mantra of following the correct route and not worrying too much about speed tables then our result would have been much better. For an unbiased view of the whole package have a word with Gordon.

Get your entries in for the next round, running on Sunday 16th July, start / finish The Old Ram Coaching Inn on the A140 between Long Stratton and Scole, organised by myself & Ian Doble, 50 miles on map 156. Lots of help and advice will be available, best advice is to practice

Also, another date for the diary is for the final round, running on Sunday 13th August, start from the services at the A140 / A14 junction, finish tbc, organised by Tony Burchnall & Nick Skuse, 50 miles on map(s) tbc.

Latest information will be posted on the AMSC website at www.amsc.org.uk.



Navigational Scatter

Sunday 11th June 2017

Organised by Bernie Fox & Howard Joynt



HAVE YOU ENTERED?

10 driving offences you didn't know were illegal

Many driving offences are clearly defined. If you drive at a speed faster than the limit on a particular road, you're breaking the law. If you cross a solid white line to overtake another car, you're committing an offence.

But there are other driving offences you didn't know were illegal - some of us may regularly commit them without even realising.

Here are 10 ways you can break the law perhaps without being aware you're doing so. Watch for them and make sure you don't commit them.

1. Sleeping while inebriated in your car

If you've had too much to drink, you quite rightly won't consider driving.

But if you've got nowhere else to stay, you might consider sleeping in the car instead, at least until you've sobered up.

However, in doing so, you could leave yourself open to a drink-drive charge.

The law states that those in charge of a motor vehicle should not be inebriated. This is not overly specific and while you could argue that being asleep means you are not necessarily 'in charge' of the vehicle, the police can (and historically have) used this as an excuse to charge people with a driving offence.

2. Flashing your lights to give way

Many of us will commonly use them to allow other drivers through gaps, but this technically could be considered a driving offence if an accident resulted from it.

Headlight flashes should only be used to warn drivers of your presence on the road.

Simply put, it's open to misinterpretation (particularly as it means different things in other countries), so think carefully before you reach for the beams.

3. Overtaking at a pedestrian crossing

Coming up to a pedestrian crossing on a multi-lane road? Is there a car already stationary there? If the lights then change to green, do not use your extra momentum to zip past the stationary car - this is illegal.

You must not overtake the car nearest to the pedestrian crossing. Why? Because their vehicle may be concealing a pedestrian already on the crossing.

4. Letting animals out of the car while broken-down on the hard shoulder

The Highway Code clearly states that you must leave any animals in a broken-down vehicle when stranded on the hard shoulder.

Only in an emergency should you consider letting them out - if you don't obey this and an accident is caused by your animal on the hard shoulder, you could face a driving offence charge.

5. Parking on the wrong side of the road at night

Motorists should not park on the wrong side of the road at night.

This is not, as some may think, because you have to drive on the opposite side of the road both to enter and leave the space, actually it's because of the risks dazzling.

You'll both dazzle other drivers with your headlights as you park and leave, while your rear light reflectors will also not be visible once you've left the car.

This is a driving offence under rule 248 of the Highway Code and can receive a Penalty Charge Notice.

6. Using your mobile phone as a sat nav in an unfixed position

The mobile phone law specifically refers to using your phone as a sat nav, stating it is illegal to use a hand-held mobile to follow a map.

In order to use smartphone navigation or a mapping app, the phone must be fixed to the windscreen or dashboard (preferably the dashboard as to not impede the driver's view), so it's in clear sight for use while driving, without requiring you to hold it.

The mobile phone and driving laws have changed and if you are caught breaching them you will now receive a £200 fine and six points on your licence, which would be enough to get a new driver - who has had their licence for less than two years - banned.

7. Parking within 10 metres of a junction

Parking too close to a junction makes it harder for everyone - those approaching the junction have to steer around the car, and those turning into the junction risk driving into an unsighted car on the wrong side of the road.

Therefore, it is a driving offence, so don't commit it.

8. Driving on the pavement unless you're turning into a driveway

Rule 244 of the Highway Code states that you must not park fully or even partly on the pavement unless road signs permit it: in London, it's an offence to park on the pavement, full stop.

This is perhaps one of the most common Highway Code rules broken and, if you're parked in a way to inconvenience pedestrians, you're causing a driving offence.

9. Using the horn between 11.30pm and 7am in a built-up area

It seems like taxi drivers do it all the time - beeping the horn late at night. But it's actually illegal - and this includes a short parp when waving to the family during your early-morning start.

It's unlikely the police would charge you if caught, but it's still a driving offence you may not be aware of.

10. Driving at more than 50mph in a van on a single carriageway road

This is a rule that catches many people unawares.

Vans that aren't car-derived* must not exceed:

- 50mph on single carriageways
- 60mph on dual carriageways
- 70mph on motorways

So don't try to keep up with the flow on single carriageways, as you'll be breaking the law. On dual carriageways, the limit is 60mph, but these vans are allowed to do 70mph on the motorway.

**A car-derived van is a goods vehicle which is constructed or adapted as a derivative of a passenger vehicle and which has a maximum laden weight not exceeding 2 tonnes.*

Paul Doodson (from RAC website)



Dukeries Motor Club will be running the **Rex Pet Hotel Flying Fortress Stages Rally** on the 18th June 2017 at Grafton Underwood, this will be the 6th running of the event. It is the only rally allowed on Grafton and is closed to the public, therefore there will be no spectators other than those associated with the event or estate.

For the rally to be successful it needs the support of a large number of marshals and officials. Dukeries Motor Club are grateful for the support they receive from many motor clubs, groups and individuals and hope that as many marshals as possible will come and assist on this year's event.

If you would like to marshal, please contact one of the marshalling co-ordinators, they will email you a marshal's registration form, fill this in and return to one of the co-ordinators.

Grafton Underwood is a former WW2 American 8th Air Force Base near Kettering and forms part of a private estate, therefore it is strictly a NON-SPECTATOR venue. Dukeries Motor Club supported by the landowner and the MSA have made considerable investment at the venue which has improved the stage surfaces and uncovered some new concrete roads within the forest section, this has allowed the organising team to provide competitors with 54 stage miles in 8 stages.

The format of the event will be: -

Entry	-	65 (maximum)
Mileage	-	54
No of stages	-	8
First car starts	-	09.00hrs
Last car finishes	-	17.00hrs, delays permitting.

The Flying Fortress Stages is a round of three Regional Stage Rally Championships; the Alexander Calder Financial EMAMC Stage Rally Championship, Roadrunner/Phoenix Awards ANEMMC Stage Championship and the Jelf Motorsport.com Stage Rally Championship, plus the popular Dukeries Stage Rally Championship.

Signing-on details will be issued nearer the event date. Please do not turn up on the day without notifying us first.

Contact details: -

Marshals Co-ordinator - Steve Gascoigne (M) 07754 761202

(Email) steve.gascoigne@hotmail.com

Marshals Co-ordinator - David Baugh (M) 07946 511035

(Email) david-baugh@outlook.com

The event website - www.flyingfortresstages.co.uk

Dukeries Motor Club Ltd

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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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www.aemc.org.uk



Paul McIlroy/TPM photo sport

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Jelf Insurance Partnership

Partnership House, Priory Park East, Kingston upon Hull, HU4 7DY

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- In the event of a claim there is no excess to pay
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- Exclusive paybacks are offered to organisers who use Rally Guard for a whole season
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Standard rates per driver including 9.5% Insurance Premium Tax:

Type of event	Duration	Premium
Road rallies	36 hours	£15.55
Navigational rallies, 12 cars and scatters	36 hours	£13.00
Classic rallies/trials	36 hours	£13.00
National A&B stage rallies	36 hours	£18.65
	48 hours	£22.80
	72 hours	£30.00
International UK Stage Rallies	36 hours	£35.20
	48 hours	£40.40
	72 hours	£47.65

Simple eligibility criteria – cover can be used for:

- Drivers aged 20 or over with the appropriate competition licence and UK/EU driving licence
- All competition and official vehicles used on the event insured
- All motor clubs registered with the MSA
- Competitors with EU licences and non-UK registered competition vehicles
- Anyone aged less than 20 years old or with a provisional licence will be insured at the standard price should their co-driver be over 25

Please refer to us if you have any of the following competitors needing Road Section Insurance:

- Any driver disclosing more than 1 fault claim in 3 years
- All drivers disclosing 6 or more conviction points on their licence

Full administration packs are provided. In emergency situations, subject to the above eligibility criteria, organisers can allow competitors to apply for insurance cover on the day of the event, provided full payment is taken.

To apply for Rally Guard please contact our motor sports team for a chat or to arrange a meeting with us at service or ATC at most rallies.

Simply call 01482 388597 or email info@jelfmotorsport.com

www.jelfmotorsport.com

Jelf Insurance Partnership



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