

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2017



2017 Midsummer Vintage & Classic Car Run

Sunday 25th June

Thank you to Andy Manston at M & H Photography for the photos

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

[The Brecks Grass PCA](#)
[Regs & Entry Form](#)

The Latest ...

Social Events

Howard – Social Secretary:

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

Club Nights

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

Please join us at the **White Horse** on 17th August for a Natter & Noggin

Diary Dates

Wednesday 5th July
Management Meeting

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

Thursday 20th July
Club night on the road
Grass PCA & BBQ

Wednesday 2nd August
Management Meeting

**Sunday 6th August
Cromer Soapbox Derby**

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

**Sunday 20th August
Wethersfield AutoSOLO
2017 AMSC AutoSOLO
Challenge Round 3**

Wednesday 6th September
Management Meeting

Thursday 21st 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 16th July
AMSC 12 Car Regularity Run
Tivetshall St Mary
nr Diss

Sunday 16th July
Debden AutoSOLO
Carver Barracks
nr Saffron Walden

Thursday 20th July
Grass PCA & BBQ
Illington
nr Watton

Sunday 6th August
Cromer Soapbox Derby

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

Sunday 20th August
Wethersfield AutoSOLO
MDP Wethersfield
nr Braintree

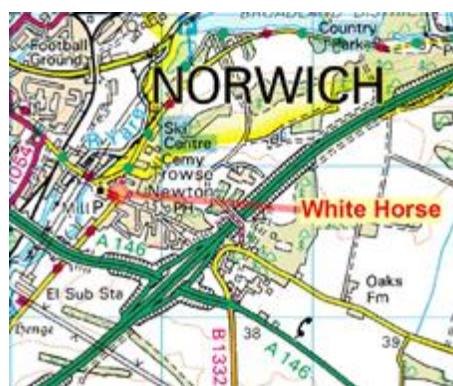
**July
Natter & Noggin**

hits the road for a

**Grass PCA
& BBQ**

details below

[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	Grass PCA & BBQ		Howard Joynt
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.sccon.co.uk/index.html

The Brecks Grass Production Car Autotest & BBQ

Thursday 20th July

Contact Howard Joynt for more information

Classic Feedback

Dear Martin, Christine and Team,

Thank you for another excellent Classic run last Sunday. It can't be easy finding interesting places to visit each year but once again you have achieved exactly that.

I found the 100th Bomber Group Museum especially interesting; and very moving. How must it have felt for those young American bomber crews taking off from an airstrip in a strange country knowing there was a fair chance they would never return alive? Makes the whingeing we hear so much of these days seem rather pathetic.

The brewery and transport museum were great too. Beer and old vehicles – could there be a better combination for many of the Classic entrants!

Thanks again,
Barry (and Jan) Stiff

THANKS FOR A GREAT DAY AGAIN ON SUNDAY, FIND LINK TO SOME PICTURES I TOOK ON THE DAY.

FROM
EDWIN HEATHER JANET AND MICK

Hi to you both

I could not let the day pass without saying thanks to you and the SCCON team and helpers for the run today.

I really enjoyed the event. We did not stay at the Airfield but liked the brewery and transport museum. We even had a tractor rally thrown in as well.

Just one request for next year. Could we have an entry list please?

Now relax for a week

Regards

John

An excellent day. Thank you very much for all the organisation that has been put into it. Greatly appreciated.

Andrew

Richard and I would once again like to thank you and everyone involved in planning the car run - and we as always enjoyed it so very much. We find everyone so very friendly. As car No.1 - which Richard likes and I don't, as hate being the lead car - we got to the road we live in, High Oak Road Wicklewood - knew we were off down Bucks Lane, but of course instead of reading the instructions I sent us up High Oak Lane, wrong ! should have gone along further, then round and back to Bucks Lane... family will never let me forget that !!!! But, we really did enjoy the day and as always marvel at the route... look forward hopefully, to next year.
Dawn and Richard Goodings..... ..

Hi
Many thanks for an excellent run. Combing my interest in Vintage Cars and all other forms of Vintage Transport.
Look forward to next years run.
You did mention in the final briefing e mail, that there might be photos available and these would be e mailed ?
Perhaps I am a little early asking, but would appreciate copies if and when available.

Regards

Hi Christine,

Once again we congratulate you and the team for another great rally, yesterday. The weather was kind too. We managed to make it to St.Peter's Brewery then had to return home for the following reason. Two weeks ago Mary had a nasty tumble damaging both elbows and really crunching her knee. After spending several hours at A & E plus an X Ray, it was decided she had not broken anything, but had damaged a cartilage inside the knee. She is now walking without crutches albeit slowly so hence our early exit as the knee became sore.
However, it didn't spoil the day and we are grateful for all your hard work that goes into an event like yours.
Many thanks,
Mike and Mary Seppings plus Fliss the black lab.

Hi Martin & Christine

Just a quick note to say how much our little group (Honda Convertible, Porche and two MG Midgets) the Classic Run last Sunday
Lovely little lanes in Norfolk and Suffolk plus interesting stops, some of us are certainly going back to Thorpe Abbotts to spend some more time there.
So, many thanks to all concerned for making an excellent day out for everybody, a lot of hard work is greatly appreciated
Regards
Peter Croot (MG Midget GRT 3V)

Hi Christine

Please can you pass on our thanks to all the organisers and helpers on the recent SCCON run. We really enjoyed our day out. Sorry this has taken so long for us to say thank you.

Best wishes

Norman and Beverley




"When Reliability Matters"

Norfolk Classic and Sportscars was born from a life long 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:









Marshals Post

Upcoming club events: Debden AutoSOLO, Grass PCA, Cromer Soapbox Derby, Wethersfield AutoSOLO, 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.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)



Cromer Soapbox Derby

Sunday 6th August 2017

Contact Mark or Lorraine Annison if you would like to help

Who invented that? – you might be surprised

Peter Riddle

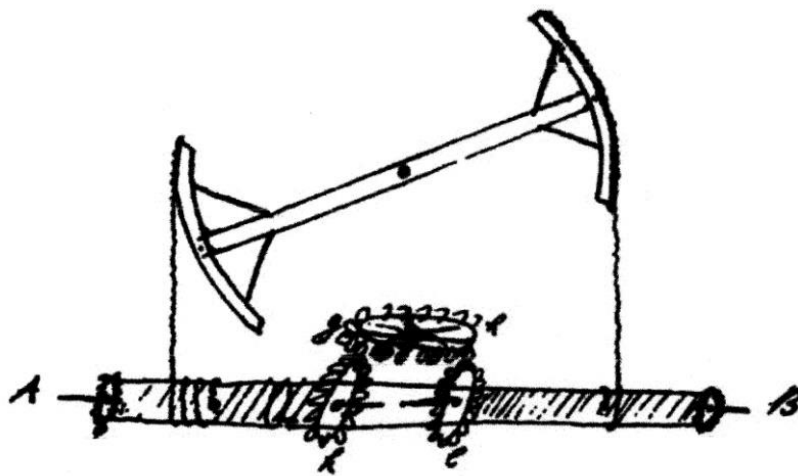
Who invented the motor car?

In 1764 an English gentleman proposed a steam-driven car that he called his 'Fiery Chariot' and he included some schematic diagrams in a letter he wrote to his friend Matthew Boulton (of Boulton and Watt, the steam engine manufacturing company). He debated whether three or four wheels were preferable and concluded that a three wheeler might be the best option. His letter also included the following text:

These things are required: 1/ First a rotatory motion. 2/ Easily altering its direction to any other direction. 3/ To be accelerated, retarded, destroyed, revived instantly and easily. 4/ The bulk, weight, and expence of the machine to be as small as possible in proportion to its use.

So he had covered the fundamental requirements of steering, acceleration and braking and he also understood the benefits of lightness and economy in a vehicle.

He also suggested a design for a transmission system whereby the reciprocating action of a steam engine could be used to drive the left and right axle shafts (half shafts) alternately via chains and a ratchet system:-



The Fiery Chariot was never built, but who proposed it over 250 years ago? The idea was conceived by none other than Erasmus Darwin, the grandfather of Charles Darwin, but Erasmus gets little credit nowadays for his inventiveness. He also wrote his theories of evolution in a two volume publication 'Zoonomia' and these theories were further developed and made famous by his grandson.

Who invented Ackermann steering?

Ackermann steering is the principle whereby the inside wheel of a steered axle turns through a greater angle than the outside wheel because the inner wheels will travel around a circle of smaller radius than the outer wheels. From the name, you might think that this steering geometry had been invented by Rudolph Ackermann who patented it in 1818 for use on horse-drawn carriages. But you would be wrong. It was invented in 1758 by Erasmus Darwin (see above) and he had his own carriage fitted with his new steering geometry to give it better resistance to overturning and to reduce the side forces on the wheels, making them less likely to break. We should probably call it Darwinian steering, not Ackermann. Many modern cars have wide tyres and if they had full Ackermann steering the inside wheel, when turned onto full steering lock, would encroach too far into the footwell area. So nowadays manufacturers design their steering geometry with only partial Ackermann effect and that causes inevitable tyre scrub in sharp corners and during low speed parking manoeuvres. Many VW and Audi cars use a low percentage of true Ackermann in their steering geometry. So if you wonder why the front tyres don't last very long on your new VW, the absence of true Ackermann/Darwinian steering is one reason.

Who invented the 4-stroke internal combustion petrol engine?

The four-stroke cycle was patented in 1876 by the German engineer Nikolaus Otto. He had built his first four-stroke petrol engine in 1861 but it only ran for a few minutes before it broke. However, the concept of the four-

stroke engine had previously been patented in 1860 by an Austrian Christian Reithmann, and the principle was also published quite independently by the Frenchman Alphonse Eugène Beau de Rochas in 1861, though neither of these engineers ever built a working engine. Nevertheless, the four-stroke operating cycle is known to this day as the 'Otto Cycle'. Gottlieb Daimler used the earlier publications to discredit his friend Otto's German patent so he didn't have to pay any royalties to Otto when he built his own Daimler engines.

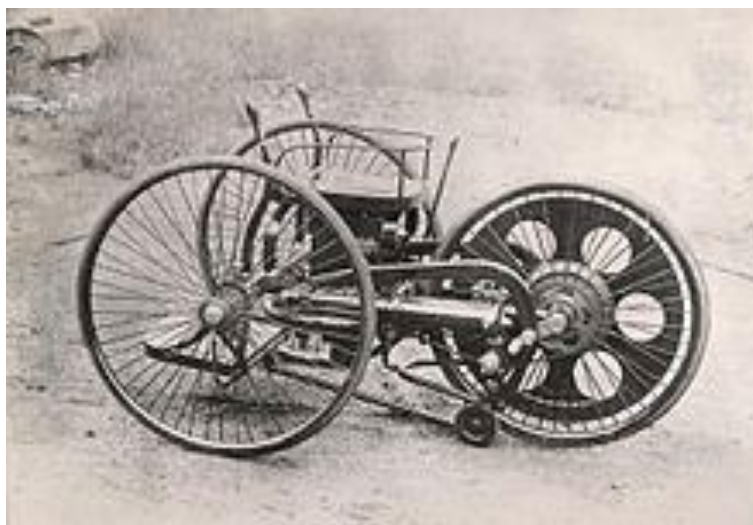
Who invented the motor cycle?

The first motor cycle is generally accepted to be Gottlieb Daimler and Wilhelm Maybach's 'Motor Reitwagen' which translates to 'motorised riding-car'. And how many wheels did the first motor cycle have? Because its steering had no self-centring effect, Daimler and Maybach's 'Reitwagen' was fitted with small stabiliser wheels like a kiddies' trainer bike. So the first 'two-wheeler' motor bike actually had four wheels!

Who invented the carburettor jet?

The earliest carburettors for petrol engines relied on passing the intake air across a miniature lake of petrol, some of which would evaporate to create a fuel mixture. The air/fuel ratio couldn't be accurately controlled and this is one reason why some of the veteran cars on the London-to-Brighton run are so difficult to drive and are prone to misfiring and breakdowns. Nowadays many participant automobiles on the Brighton run have been fitted with different carburettors with float chambers and jets that atomise the fuel more effectively.

In 1885 Gottlieb Daimler and Wilhelm Maybach developed their own engine and fitted it with a float carburettor with an atomiser jet. The Daimler-Maybach carburettor was widely patented, however, the British courts overruled the Daimler company's patent because an Englishman, Edward Butler had a prior claim. Butler had exhibited his own design for a three-wheeler petrol car at the Stanley Cycle Show in London in 1884 and his engine design included a float-fed spray carburettor. It wasn't until 1887 that 'Butler's Patent Velocycle' was actually built but it had many innovative features such as a water-cooled flat-twin engine with rotary valves, and a three-wheeler chassis (with two wheels at the front) featuring 'Ackermann' steering.



Edward Butler's 1887 Velocycle

Who invented car headlamps?

In 1909 Louis Blériot became the first man to fly the English Channel in a heavier-than-air machine: a Blériot Type XI monoplane of his own construction. But did you know that around 1896 he invented the first practical acetylene headlamp, and patented some of its features. At first, he thought his lamps would be mainly used on lorries and set up his own company to manufacture them, but he was soon supplying them to both Renault and Panhard-Levassor, two of the leading pioneer automobile manufacturers of the time. The profits from his lamp business helped to fund Blériot's experiments and achievements in aviation.

And nor was it a simple matter for Blériot to claim the £1,000 prize offered by the Daily Mail to the first person to cross the Channel in an aeroplane, because in July 1909 there were three men attempting that feat. The first to

arrive at the French coast near Calais was Hubert Latham, a Frenchman with an English family background who worked for the Antoinette company. His Antoinette IV monoplane had an Antoinette V8 petrol engine with an aluminium cylinder-block. Interestingly, Blériot had been a director of the Antoinette company until 1908.

Next to arrive was Count Charles de Lambert, a Franco-Russian aviator, who had been taught to fly by Wilbur Wright at Le Mans in 1908. He had two French-built Wright Flyers. De Lambert was unfortunate to damage his planes while practising for the Channel attempt, but he would retrieve his reputation by flying over the Eiffel Tower just three months later. Latham had been waiting for good weather and made his first cross-channel attempt on 19th July 1909, but he was thwarted by an engine misfire and he ditched into the water.

Louis Blériot made his successful crossing on 25th July 1909 using an Italian Anzani motor developed from a motorcycle engine. He had previously used Antoinette V8 engines, so he probably knew that they were prone to losing power after about 15 minutes running. So he replaced his Antoinette engine, first with an Anglo-French ENV water-cooled V8, then a French REP 7-cylinder engine that tended to overheat and finally with the successful Anzani air-cooled 3-cylinder fan-type unit. Hubert Latham made one further attempt to fly across the Channel (after Blériot) but that flight also ended in engine failure. Undaunted, Latham too would salvage his reputation the following April when he won the World Airspeed Record, flying his Antoinette VII at 48mph.

Who invented fuel injection?

There was a lot of excitement in 1976 when VW launched the Golf GTi with fuel injection and soon several other manufacturers launched their own GTi's. But when was fuel injection first used for a petrol engine? The 215bhp Mercedes 300SL of 1954 had mechanical multi-point direct injection but, well before that, some German WW2 aircraft had Bosch multi-point injection and later versions of the Spitfire's Merlin engines had single point indirect fuel injection. However, the first use of fuel injection was much earlier - in fact the Antoinette V8 aero-engines designed by Leon Levavasseur in 1902 and used by Blériot and Hubert Latham (see above) were the first petrol engines in the world to be fitted with direct fuel-injection.

Who invented the first Continuously Variable Transmission?

In the 1960's and 70's DAF cars made in Holland were all fitted with variable belt-drive transmissions. CVT transmissions gained in popularity during the 1990's when segmented metal belts were developed. My Mum had a 1994 Ford Fiesta 1.3 CVT that she liked, but I found it a rather strange and noisy device to drive. When you accelerated, the engine would roar and rev up a lot. Then the car speed would sort of catch up with the engine speed as the transmission continuously adjusted to a progressively higher and higher drive ratio.

With the advent of dual-clutch automated-manual gearboxes, the CVT is now falling out of favour, but whose idea was it? The first European Patent for a friction-belt CVT was lodged by Daimler and Benz in 1886 but it had already been invented in America in 1879 by Milton Reeves who designed one to control the cutting speed of the wood saws at the saw-mill where he worked. Reeves also built a two-cylinder two stroke car fitted with his variable belt-drive transmission. Confusingly, despite having four wheels, it was called the 'Motorcycle' and is believed to be only the fourth or fifth car ever made in the USA. Reeves claimed his car was superior to Henry Ford's Quadricycle because the Ford had only one gear.

So here's a rather weird coincidence: one of the earliest petrol cars was named the 'Motorcycle' and the world's first motor cycle built by Daimler and Maybach, (see above) was named the 'Reitwagen' or riding car.

The British Blériot-Whippet cycle-car made in Surrey from 1920 to 1922 also featured a belt-drive variable transmission using adjustable pulleys, however the connection to Louis Blériot is tenuous. Louis made aircraft in Britain during the First World War but in 1920 he sold his 'Blériot and SPAD Manufacturing Co.' to new owners. They changed the name of the company to 'Air Navigation and Engineering Co.' but decided to use the renowned Blériot name for their light cars. One owner of a Blériot-Whippet cycle-car was a young Alec Issigonis who would go on to design the Morris Minor and the 1959 Mini.

Who invented the first exhaust silencer?

As well as inventing the CVT (see above), Milton Reeves invented the exhaust silencer/muffler in 1896. He was testing the variable transmission of his 'Motocycle' car and came up with the idea of the muffler and a longer exhaust pipe to reduce the noise and unpleasant fumes from his car. That same year he drove his 'Motocycle' the 30 miles from Columbus to Indianapolis, and it thus became the first car ever seen in that city, now world famous for its Indy 500 motor race. Milton and his elder brother Marshall lodged the patent application for his muffler in 1897.

A steam-powered Mini?

When I worked for Austin-Morris in the 1970's I was fortunate to meet Sir Alec Issigonis a few times. He was very passionate about his design for a new Mini: the 9X. It would have been much simpler to build and cheaper to manufacture than his original Mini but it wasn't adopted by British Leyland's management at that time, probably because the 9X would have needed massive investment spending on new tooling. Underneath Issy's workshop on the Longbridge factory site, there were wartime tunnels where BL used to store their redundant prototype vehicles. Sometimes, if I saw the gates unlocked, I would sneak into the tunnels to look at what was down there. One of the cars I found was a green 750cc supercharged twin-cam single-seater Austin racing car from the late 1930's. In period, one of them had been timed at 119 mph. I tried to sit in its canvas covered seat but however I tried, at 5'11" tall, I was much too tall to get into the tiny cockpit. Another car rather squashed into a corner where I couldn't get close to it was one of Alec Issigonis's abandoned prototypes. It was a Mini Clubman fitted with..... a front-mounted steam engine. I'd found a steam-powered car whose bulk and weight were small - now wasn't that where we started?

Peter Riddle June 2017



www.scon.co.uk

The Brecks Grass Production Car Autotest

Thursday 20th July 2017

The Brecks



Grass Production Car Autotest

*An opportunity to visit a new venue
(nr Illington off A1075 between Watton & A11)*

Evening event due to calendar congestion

Very good grass surfaces

*The Micra 'fleet' will be available for use
on a first come first served*

BBQ (depending on interest)

*Documentation from 5 with first car away at 6 although
test layouts will be the same all evening*

At least 3 runs at each test

*Usual all forwards straight forward test layouts with the
promise of something a little different*

Regs will be available very shortly on the website

www.scon.co.uk

BROTHERS-IN-ARMS

Paul Doodson

In September 2006, an exceptional discovery was made in Zonnebeke. The remains of five Australian soldiers were recovered, after having been buried for 89 years. The excavation – an emotional and overwhelming experience for Johan Vandewalle and his team - and the subsequent identification process revealed the extraordinary story of two brothers, John and Jim Hunter.

In total five Australian soldiers are excavated. The last Australian body however, is to make an everlasting impression on all who were involved, and would later be identified as Australian Private 3504 John Hunter.

The body of John Hunter was not thrown in the grave like the other four. Clearly, someone had taken great care in laying him down to rest in peace. Research led to the family in Australia confirmed that the story in the family, was that John, or Jack as he was known in the family, had been buried by his younger brother Jim.

The above story made Johan think about other sets of brothers that might have experienced the same fate. He and his team soon realised that there were so many....

This was the moment the concept of the Brothers-in-Arms Memorial was born....

So, Friday 16th June and we found ourselves again punching our way to Dover, not this time to go to the Somme, but up to Belgium and in particular Ypres. Like the Somme, we had been there many times doing research for peoples long lost ancestor. (we have another SCCoN member going over very soon)

But this trip was more enjoyable. We didn't have to rush about visiting memorials to find names of lost loved ones, we were invited to a party for the above charity, held in the grounds of the De Derve bar, just a few minutes out of Ypres and on the edge of Ploygon Wood.

The drive to Dover went without any problems and we duly arrived in plenty of time, so much so P/O put us on the earlier sailing, and a good job too, as we had to wait nearly some 2 hours to board the ship, caused by problems earlier in the day.

Now, as you well know, like most SCCoN members we have displayed the SCCoN sticker, my Toyota is no different and is tucked away behind the mirror, on the windscreen. A member of the public came up and announced he used to be a SCCoN member. OH! Great! came the really enthusiastic reply. Tell me, said the gent, Is Mike Lambert still a member?? I confirmed he was. Mike, you are infamous! You will forever more be associated with SCCoN!!!!

The rest of the trip was, in comparison, most uninteresting, the roads around Ypres being quiet, in readiness for the Tour of Ypres (23rd June), as was the trip back to Calais. However, once we arrived in Dover and began the journey back to Norfolk, it became really hot and most uncomfortable, despite the air con working full time. The heat coming from under the vehicle is most difficult to imagine. I was grateful for journeys end.

And finally, (no not Ester) if any of you are interested in the above, look up info@brothersinarmsmemorial.org and if any of you are keen, please do feel free to donate a few coins!

WE NEED TO REMEMBER THEM!!

B & H Navigational Scatter

#	Driver	Passenger(s)	Score	o/a	tie
1	David Bell	Janice Bell	46	8	50
2	Fiona Cumbers	Steve Cumbers, Lizzie Cumbers	49	7	61
3	Robin Lines	Dick Lines	51	6	62
4	Gordon Shipley	Frances Shipley, George Shipley, Chloe Annison	56	2	57
5	Julie Skuse	Nick Skuse	27	13	63
6	Dick Malt	James Malt	55	3	74
7	Matthew Mantle	Diane Mantle, Colin Mantle	53	4	67
8	Suzanne Cutting	Ben Cutting	41	10	54
9	Garth Collier	Michael Collier	46	9	69
11	Julian Riley	Sara Riley	62	1	68
12	Ian Doble	Gill Doble	52	5	66
14	Cindy Boot	John Boot	34	12	59
15	Chris Price	Pat Price	39	11	52

On behalf of the club a big thank you to Howard, Bernie & Maria for organising the event, the staff at the Chequers and everyone who supported the event. Hope you all had a pleasant afternoon. 40 village signs to find and a simple question to answer at each. 2 points for a correct answer, 1 point for a not so correct answer and 5 treasures, worth 3 points each, to collect. Tie breaker based on total mileage travelled.

Congratulations to Julian & Sara on a convincing victory.

And there seems to be space for some statistics. 40 points dotted around the top half of 144, maximum score possible based on the scatter $\frac{3}{4}$ rule would be 75. Top 3 for points visited Dick & James 27, Julian & Sara 26 and Ian & Gill 25. Out of the 40 points at least one crew visited 35 of them. Top 12 points visited: 1st 29 (13): =2nd 12, 21, 35 (12): =5th 14, 19, 27, 34 (11): =9th 8, 13, 36, 39 (10). 274 answers. 212 two pointers. 34 one pointers. 28 zero pointers. Best answered point 29 with 13 correct answers. Worst answered point 19 with 2 correct answers and 9 wrong answers. Worth a mention point 31 with 3 correct answers, 7 nearly correct and 1 wrong.

If you are still awake and want some more then there is loads more information available on the club website.

Anglia Motor Sport Club



2017 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	4 th June	Wethersfield	WSMC
2	16 th July	Debden	AMSC
3	20 th August	Wethersfield	AMSC
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	KLDMC
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

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

Go Motorsport

Club Development

EASTERN COUNTIES MOTOR CLUB

Eastern Counties Motor Club (ECMC) was formed in the early 1950s and was the first club to hold a race meeting at Snetterton. For many years ECMC ran significant race meetings and longer distance events on the road and the ECMC trophy cabinet has many major names on the silverware.

Jack Sears, Colin Chapman, Archie Scott-Brown and the Morley Twins who drove works BMC cars amongst others were all club members and regularly the club had privateer members out on International Rallies. This is all celebrated, along with a lot of valuable historic information, in the ECMC Historic Reviews which are published by the club Historian now and are circulated world-wide.

Why is ECMC not a national force in Motor Sport now then?

Like a great many other clubs that were around forty years ago, it could be suggested the club lost its way. Fortunately, the club did have a specialism; Autotests. Eastern Counties MC ran a BTRDA round which took over the sea front at Felixstowe and ran tests in full public view. The Town Council even closed public roads and car parks for use as test sites.

Autotesting then became a specialist discipline and, although the club ran a couple of Stage Rallies in the forests, membership began to dwindle. Until about five years ago ECMC ran a Trial, a Slalom and not much more. Entries were in double figures - just about. All local clubs were suffering the same problems of losing members, not attracting young blood and unable to afford better venues. The whole thing seemed to be spiralling downwards with no obvious way out.



ECMC had two neighbouring clubs with similar problems: West Suffolk MC and the Sporting Car Club of Norfolk. Anglia Motor Sport Club was formed by the three clubs and they organised a good season of AutoSOLOS. The quality events at a redundant MOD site attracted new blood into the sport and allowed the three clubs to swallow what few differences they had as clubs and, in doing so had developed a new branch of sport into something which was affordable to newcomers.

The following year the AutoSolo series expanded and another was created for Trials. By the end of the first full year the championships had well over 100 different names on each of the results sheets and in 2015 AMSC won third place in the MSA Club of the Year.

As for Eastern Counties MC, what has it done for the club? The club has regained their confidence and direction; there is a future again.



Go Motorsport

MSA Motor Sport Development Funds

The rebranded MSA Motor Sport Development Fund supports MSA-affiliated clubs and organisations with grant-aid to help grow motorsport and improve the quality of delivery and experiences for new and existing participants. Wales RDO Howard Davies reports on Brecon Motor Club's use of the fund to purchase a shelter that club members use when volunteering on events.

Earlier this year BMC made an application for grant funding towards a practical and high quality motorsport shelter, for use by the club's marshalling teams who are out

volunteering on most weekends. The club was granted £300 towards the costs by the MSA fund and displays the new club logo alongside the MSA's own.

The shelter can also be used by the club at promotional events and is wide enough to span the width of most rally stages. BMC used the shelter for the first time on Hereford Motor Club's Mini Epynt Stages which took place earlier this month. Epynt's notoriously changeable weather lived up to expectations giving the shelter a proper christening!

Brecon Motor Club used the BMSTT's fund a few years ago to add a tarmac road around a building on the Epynt Ranges. The road has added both variety and assisted in lowering average stage speeds on events. The cost of the civil engineering work was contributed to by most of the clubs that organise rallies on the ranges in addition to the MSA grant.



Introducing...

New Eastern RDO, John Conboy



I first became interested in motorsport back in the seventies when a colleague invited me to go and watch a road rally in North Wales.

From spectating, we started marshalling and then competing on road rally events. I've also marshalled on the RAC Rally over several years. I've

acted as Development Officer for Chelmsford Motor Club, organising training nights for 12 car and Targa rallies and becoming an RDO seemed like the next step.

I've been and still am involved with the recent development of stage rallying back to Essex, in particular events at Brands Hatch

after a 20-year absence. There is now a national winter series run by MSVR at all of their circuits.

I'm still active on the club scene involved as a navigator on 12 car and 20/20 road rallies, Targa rallies and still clerking club events.

Contact Andrew: southeast@gomotorsport.net



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Chris Deal

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Paul McIlroy/TPM photo sport

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