

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2017



## The Brecks Grass Production Car Autotest

Thursday 20<sup>th</sup> July

The Micra fleet meet a distant relation of Percy

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

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## 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 17<sup>th</sup> August for a Natter & Noggin

### Diary Dates

Wednesday 2<sup>nd</sup> August  
Management Meeting

**Sunday 6<sup>th</sup> August  
Cromer Soapbox Derby**

Thursday 17<sup>th</sup> August  
Club night at the White Horse,  
Trowse

**Sunday 20<sup>th</sup> August  
Wethersfield AutoSOLO  
2017 AMSC AutoSOLO  
Challenge Round 3**

**Monday 28<sup>th</sup> August  
Composite Doors Essex  
Wethersfield Stages**

Wednesday 6<sup>th</sup> September  
Management Meeting

**Sunday 17<sup>th</sup> September  
Wethersfield AutoSOLO  
2017 AMSC AutoSOLO  
Challenge Round 4**

Thursday 21<sup>st</sup> September  
Club night at the White Horse,  
Trowse

**Sunday 24<sup>th</sup> September  
The One and Only Complete  
Rally Services Challenge**

### 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 6<sup>th</sup> August  
Cromer Soapbox Derby

Sunday 13<sup>th</sup> August  
AMSC 12 Car Regularity Run  
Beacon Hill  
nr Ipswich

Sunday 20<sup>th</sup> August  
Wethersfield AutoSOLO  
MDP Wethersfield  
nr Braintree

Monday 28<sup>th</sup> August  
Composite Doors Essex  
Wethersfield Stages  
MDP Wethersfield  
nr Braintree

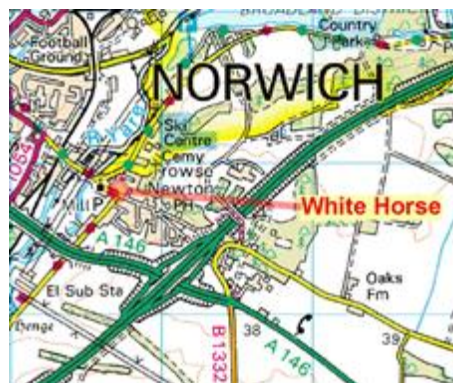
Sunday 17<sup>th</sup> September  
Wethersfield AutoSOLO  
MDP Wethersfield  
nr Braintree

Sunday 24<sup>th</sup> September  
The One and Only Complete  
Rally Services Challenge

**Sunday  
6<sup>th</sup> August**

**Cromer  
Soapbox  
Derby**

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



2017 Dates	Event	Champ.	Contact(s)
Thursday 19 <sup>th</sup> January	Club night		
Friday 27 <sup>th</sup> January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 <sup>th</sup> February	Club night		
Friday 24 <sup>th</sup> February	12 Car	12 Car	Mark & Lorraine Annison
Saturday 11 <sup>th</sup> March	PCA		Howard Joynt
Thursday 16 <sup>th</sup> March	Club night		
Friday 24 <sup>th</sup> March	12 Car	12 Car	Jonathan Stimpson
Thursday 20 <sup>th</sup> April	Club night		
Wednesday 17 <sup>th</sup> May	AGM		David Leckie
Sunday 11 <sup>th</sup> June	Navigational Scatter		Howard Joynt & Bernie Fox
Thursday 15 <sup>th</sup> June	Club night		
Sunday 25 <sup>th</sup> June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 20 <sup>th</sup> July	Grass PCA & BBQ		Howard Joynt
Thursday 17 <sup>th</sup> August	Club night		
Thursday 21 <sup>st</sup> September	Club night		
Sunday 1 <sup>st</sup> October	AutoSOLO		Martin Newson
Thursday 19 <sup>th</sup> October	Club night		
Friday 27 <sup>th</sup> October	12 Car	12 Car	David Leckie
Sunday 12 <sup>th</sup> November	Car Trial		David Leckie
Thursday 16 <sup>th</sup> November	Club night		
Friday 24 <sup>th</sup> November	12 Car	12 Car	David Mann
Friday 8 <sup>th</sup> December	12 Car	12 Car	Howard Joynt
Thursday 14 <sup>th</sup> December	Club night		





## Chat from the Chair August 2017



Welcome to the August addition of your newsletter, apologies first off.

Some of you did not get your postal version of the newsletter last month, my fault. With the newsletter coming out quite late in the month and me overlooking it for a couple of days after Dave emailed me the version to print it really was too late to post it. So, this month will be a bumper addition for the postal members. At this point I will remind you that the full colour version is available if you opt for delivery by email, and of course it will be on time and possibly earlier than the postal one.

News, well things go from strange to silly sometimes with work being busier than ever and being expected to do more hours each month to meet the delivery deadlines set by the managers and customers I get less time for the family matters and the sport too.

I have now taken on the event secretary role on our next club autosolo and autotest (full details next month} on Sunday October 1st. We are taking on another new venue and with the layouts we have we will need to have quite a few marshals. As the normal in recent times we will be providing all marshals with bacon rolls and free tea and coffee all day.

I cannot remember if I thanked everyone involved with our Classic Run on June 25th. It turned out to be a great day with everyone's help. All the marshals, all the entries from the club, thank you. Thank you goes to Phil Webb, Les, Adrian Sayers, and Charmian who helped getting everything ready and sorting the route for me. One final big thanks to Christine for putting up with me not doing the jobs around the house and suffering with P.E.T. (pre-event tension). We tried new venues to us again this year, parking was a little tight at the finish but we managed by selective parking at the Transport Museum at Carlton Colville near Lowestoft. All this year's places of interest are worth a visit later in the year.

Following quickly from the Classic we found ourselves organising / running the Autosolo and Autotest at Debden near Saffron Waldon. It was another good event with a full entry interesting tests which we laid out on the Saturday. Four tests run three time each in the morning and turned around for the two afternoon runs. It was a very busy day, weather was quite good apart from 15 minutes after lunch when we got a bit damp, well wet through (did remember after we got wet that there were two umbrellas in the car sorry Christine)

Things are going quite well in the area with lots of club motorsport going on. We are suffering with a lack of marshals though. On the last Autosolo all of us organising and running the event were marshalling too. Not ideal as we were not able to do the running and checking of the tests as we should have. So here is my plea to ask you to come and support your club when we run any of the motoring events. I know we have had to use venues some distance from home, we do try to change things a bit to see if we can get more support. I don't know what we can do to get more of you out to marshal. We don't want to get to the point the rallies in Wales are now doing, where

if you want an entry you will have to provide at least one marshal who has to stay for the whole day.

Eastern Counties Motor Club are running the next Autosolo at Wethersfield on August 20th and Chelmsford Motor Club are running a full rally on August 28th again at Wethersfield. If you want to know more please contact me or the appropriate car club

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



*"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 Kitchen, has been providing on event support for the Endurance/Classic Rally Association since 2000, and has worked on most of their long distance endurance events over the last 11 years. Therefore Norfolk Classic and Sportscars is ideally placed to prepare vehicles for this type of event, as Robert has travelled many of the routes and experienced first-hand the kind of problems encountered by classic vehicles on these types of event.

The company also carries out restoration work, with workmanship undertaken to a meticulous standard. You can see examples of previous commissions in the Projects section. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of the events that Robert has provided mechanical support on:



## **The Brother & Sister BIG Brighton Bike Ride**

On Sunday 17<sup>th</sup> September Jon & Georgina More are cycling from London to Brighton, supporting the Motor Neurone Disease Association, in memory of their dad, Chris More. See their story below, taken from their JustGiving page, please visit the page and show your support, there is a link from the club website.

Thanks for taking the time to visit our JustGiving page, we just wanted to tell you a little bit about why we are asking for your support.

Less than a year ago we lost our Dad to Motor neurone disease.

One-minute Dad was just Dad....then the next minute everything changed.....that numbness he had been feeling in his hands was diagnosed as Motor neurone disease.....

If you aren't sure what that is, Motor neurone disease (MND) describes a group of diseases that affect the nerves (motor neurones) in the brain and spinal cord that tell your muscles what to do. With MND, messages from these nerves gradually stop reaching the muscles, leading them to weaken, stiffen and waste. It is a fatal, rapidly progressing disease.

We watched as our Dad very quickly (despite a strong determination) succumbed to this dreadful disease. He was locked in a body unable to move, talk and even breathe without the support of a ventilator and the help of others. It didn't affect Dad's mental acuity, his memory or his sharpness of thinking; it didn't dull his senses - he still felt pain, he still found things funny, he just couldn't react physically or verbally.

The long and short of it is that MND is a brutal, merciless disease. There is no cure, its really just about symptom management. It was terrifying for us knowing there was very little we could do, no one beats MND, we all knew how the story would play out.....we cannot even begin to imagine what that was like for Dad?

So that's really what brings us here to this point. We want to fundraise for the Motor Neurone Disease Association (MNDA) because the work they do around improving care, funding research and raising awareness of just how devastating MND is, is crucial both now and for the future.....and besides, we know Dad would be chuffed & proud. So please, any donation you can afford will be very gratefully received, and we can assure you will be put to very good use. It will also spur us on our way....so thank you from both of us (and from Dad) for your support.

Donating through JustGiving is simple, fast and totally secure. Your details are safe with JustGiving - they'll never sell them on or send unwanted emails. Once you donate, they'll send your money directly to the charity. So, it's the most efficient way to donate - saving time and cutting costs for the charity.

## Marshals Post

*Upcoming club events: Cromer Soapbox Derby, Lyng Garage Car Trial*

*Other clubs:*

*AMSC 12 Car Regularity Run on Sunday 13<sup>th</sup> August starting from Tivetshall St Mary (nr Diss) organised by Anglia Motor Sport Club*

*Wethersfield AutoSOLO on Sunday 20<sup>th</sup> August at MDP Wethersfield (nr Braintree) organised by Eastern Counties Motor Club*

*Composite Doors Essex Wethersfield Stages on Monday 28<sup>th</sup> August at MDP Wethersfield (nr Braintree) organised by Chelmsford Motor Club*

*Wethersfield AutoSOLO on Sunday 17<sup>th</sup> September at MDP Wethersfield (nr Braintree) organised by Cambridge Car 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](http://www.scon.co.uk/html/marshalling/marshal.html)) for any readers that are interested and have internet access*

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



### **Cromer Soapbox Derby**

Sunday 6<sup>th</sup> August 2017

Contact Mark or Lorraine Annison if you would like to help



# Meet the genius who invented the electric car – 135 years ago

Gustave Trouvé also invented a forerunner to the LED light, the endoscope, wearable technology, the modern dental drill, electric razor and light therapy for skin complaints... and improved the telephone

A MYSTERIOUS French engineer who invented the world's first electric car 135 years ago is – finally – getting the recognition he deserves.

Gustave Trouvé (1839-1902) patented no fewer than 300 inventions, including many objects we now use every day. He was awarded the Légion d'Honneur in 1881, but nonetheless died relatively unknown and was buried in an unmarked grave.

"He was very modest, he would probably object to everything I am doing for him!" said biographer Kevin Desmond, who has written a book on the inventor's life, and successfully campaigned for his achievements to be recognised with a plaque at the building where he lived in Paris.

The plaque was installed at the house in rue Vivienne, in the 2nd arrondissement, on October 15, 2016.

Mr Trouvé's most important inventions include an electric tricycle that was the forerunner of the electric car and boat, and a precursor to the LED bulb, currently being promoted by the French and other governments as more environmentally friendly than standard bulbs.

He also revolutionised medicine with his version of the endoscope, and light therapy techniques for healing skin diseases.

"He was a genius," said Mr Desmond. "He was a free thinker, and when electricity came along he realised he could adapt it to different purposes."

Mr Trouvé is also responsible for the electric piano, as well as carbon-zinc pocket-sized batteries, and the head torches used by campers and speleologists.

However, despite the impressive and diverse range of objects he invented, he did not become famous, partly due to the fact that he never tried to commercialise his inventions, Mr Desmond said.

"He was already wealthy.

"He could have been a millionaire, but he didn't care about money."

Mr Trouvé was a bachelor, and when the obligatory 'concession' for his tomb in the cemetery of his native town of Descartes, in Indre-et-Loire, was not renewed, his remains were moved into a common grave.

His archives were destroyed after an accidental fire in 1980.

Another factor in his lack of fame was that petrol was taking over at the time Mr Trouvé was working on his electrical inventions, and therefore he may have

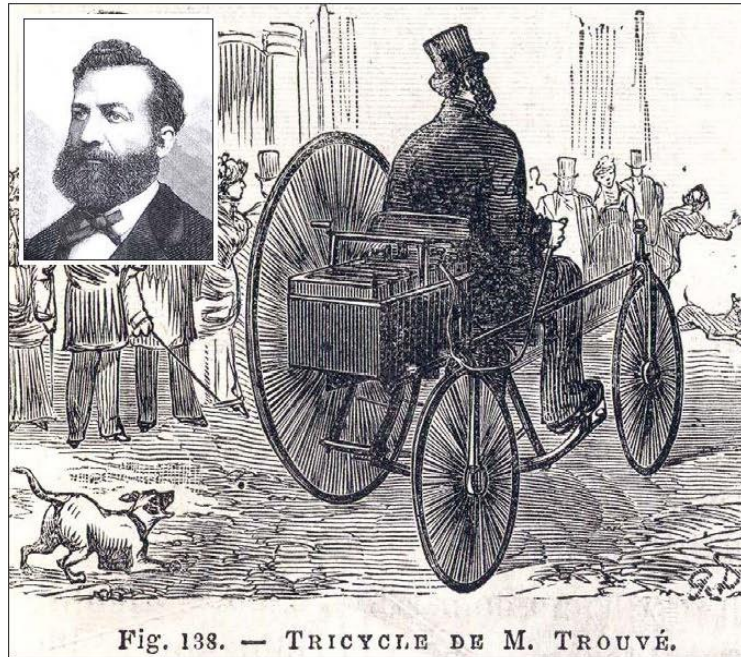


Fig. 138. — TRICYCLE DE M. TROUVÉ.

## Trouvé's greatest inventions

### COMMUNICATIONS

In 1872, Trouvé developed a portable military telegraph, which enabled rapid communication up to a distance of 1km. In 1878, he improved the sound intensity of Alexander Graham Bell's telephone system by incorporating a double membrane. The same year, he invented a highly sensitive portable microphone.

### MEDICINE

The inventor had a talent for miniaturisation. He invented the 'polyscope', the forerunner of today's endoscope, used for exploring deep in the body. He also came up with a portable device which used ultra-violet light to treat skin diseases. This was the prototype of PUVA therapy, used today to treat skin complaints like eczema and psoriasis.

### WEARABLE TECHNOLOGY

Trouvé created his 'photophore', or battery-powered frontal headlamp, for Paul

Hélot, an ear-nose-and-throat specialist in Rouen. Invented in 1883, Trouvé later modified the lamp for miners, rescue workers and speleologists. Later, he tinted the wearable light with colours to be used as 'jewellery' by theatre troupes. These 'luminous electric jewels' pre-dated modern Christmas lights, and anticipated today's wearable technology.

### ELECTRIC CARS AND BOATS

In 1880, he fitted a small electric motor and the recently-developed rechargeable battery to a tricycle, thus inventing the world's first electric vehicle. He was unable to patent it, since a steam-powered version had already been invented. Therefore, he adapted his battery-powered motor to a boat, thereby inventing the outboard engine.

He also miniaturised his electric motor to power a model airship, a dental drill, a sewing machine and a razor.

thought that he had 'failed'.

"It is ironic considering that now we are going back to electricity," said Mr Desmond.

Gustave Trouvé died after cutting his thumb and index finger while working on his light therapy device for treating skin problems. He neglected his own wound, and septicemia set in.

He died, aged 63, on July 27, 1902.

Mr Desmond, a historian and biographer who now lives in Bordeaux, discovered Mr Trouvé's work by chance while researching motor boats at the Science Museum in London.

Mr Desmond's biography, *Gustave Trouvé, French electrical genius 1839-1902*, was published in 2015.

## Further Northern Ramblings

Geoff & Maggy Bateman

Well it's been a while since I last sat down at the keyboard with some news from here in the wild northern extremes and the time has simply flown by, too much to do, not enough time to enjoy it!

We had just completed the Berwick Classic when I last wrote some notes and that was way back at the end of April, so here's a bit of an update on what we've been up to over the last few months.

May saw our first grass autotest of the year, not my favourite pastime, so we went to marshal for the evening and enjoyed fighting off the midges that the sun had brought out. A few days later and we took part in the South of Scotland Car Club William Patterson Memorial Classic and Targa Rally. Based around the Dumfries area it covered around 50 road miles with 16 tests. The morning session comprised of 4 test areas which were run twice and were relatively short tests with the usual number of cones to be negotiated. We got through the morning tests without any penalties and at lunch we found ourselves in the unfamiliar position of being first in class and seventh overall. It was a brief period of joy that was overturned in the afternoon over a set of tests through a large farming estate north of Dumfries with long flowing tests on tarmac and loose where local driver Drew MacClean showed us how it was done in his MX5 taking 42 seconds out of us over the 8 tests. To be fair, on one of the tests on gravel through a bit of forest, I did make an error in approaching a slalom too fast and over shooting the first cone so had to do a stop and reverse which cost us a fair amount of time, however we did keep the car intact which was better than Drew who sheared off his sump plug on a nice little jump on the penultimate test. He caused much amazement by just getting to the front of the queue, doing the final test as fastest of the day and then getting back to HQ before all his oil ran out. We ended up with a second in class and 11<sup>th</sup> overall so were quite happy with that. It was a good event, in true "clubman" style with some good quick tests so it will be on the list for next year.

A couple of weeks later we went on a 3 day tour of the Trossachs with the club, in the 944, and managed to find some of the worst roads I have ever been on, from a surface standpoint. The scenery was great, and there was little traffic, but some of the roads were merely potholes connected by patches. The driveshafts on the 944, which I had been meaning to replace for a couple of years, finally submitted to the unending bashing they were getting and so the nice new ones that I'd bought a couple of years back when they were on offer, were fitted on our return. The following week saw us over in Ireland for the Gordon Bennett Classic weekend for the third time. This year, for a change, we went over on the ferry from Cairnryan (Stranraer) to Larne and spent 3 days driving the "Wild Atlantic Way" around the coastline of Antrim and around Donegal and Sligo all the way round to Westport near Galway. The coastline of Donegal is fantastic, lovely little roads, amazing scenery, lovely beaches, you could spend a whole week there just pottering about, however Sligo seems to be the biggest peat bog in the world and the scenery, although pretty unique, is not as inspiring as Donegal. We ended up in Port Laois again and met up with old friends at the civic reception on the Friday night and thoroughly enjoyed the next 3 days of driving round the countryside and eating and drinking more than we should have, but that seems to be the way over there and it makes a really nice change. Because of the number of cars taking part (this year it was about 160) the runs are all convoy type but are still good fun but the road books are done in true Irish fashion and are merely a rough guide to where you might want to go, but everybody gets there in the end, again in true Irish fashion.

We returned from Ireland with a few days to get the car ready for the Shaw Trophy Rally the following Sunday, but before we got to that we were in marshalling action for the Dmack Forest Stages the day before. We were up in Kershope Forest for the morning stage and it absolutely poured down all morning. Fortunately, we had our full waterproofs with us, but still we didn't manage to keep wholly dry, but at least there are plenty of trees about if you need one! There



were several WRC Fiestas off at the front of the field and I was blown away by the speed at which they came past us, most going a bit sideways and scattering gravel and stones all around. I was standing about 30 feet back from the track and got hit on the leg by a flying stone, which stung quite well despite my padded overalls. I then moved back a little until the slower cars came through!

Fortunately, the weather improved the next day and we trailered the 205 over to near Hexham for the Shaw Trophy event. We arrived at the HQ which was a farm with a brewery (already sounding good) at about 7-30 in the morning only to find the trailer parking area covered with a large marquee which had been erected for a wedding the previous day. So, us and a couple of other early arrivals sat and waited until someone from the organising club turned up. After some discussion, we were told we could park in a field down the bottom of the farm as long as we kept the gate shut to keep the sheep in and stayed near the top where the ground was a bit drier. We slowly drove down what was a rough track and into the field to be confronted, shortly after, by a Colonel Blimp type character demanding to know what we were doing parking in this field in front of his house. We informed him, politely, that we were just “obeying orders” and that he would have to take it up with a higher authority. We got unloaded and drove off and left him to it. Scrutineering took place in a small barn due to the loss of the original venue, and by now the wedding guests, who we hadn’t realised were camping in a small field adjacent to the marquee, were now beginning to stir, fully appreciative of their early morning petrol fuelled alarm call which none of them had been warned about. There had been a slight mix up with communication between the wedding organiser and the brewery over dates but it all went off all right in the end. The event itself was again a multi venue format with about 90 miles of road transfers between tests. There was a good mix of short and long tests but a few were a bit tight for the 205 with no power steering and an ineffectual handbrake. Trying to get around one tight turn on the 4<sup>th</sup> test we took an excursion in to the long grass and found a large raised cover which made the sump guard do its job. Unfortunately, as the car came down off the sump guard the front of the tank guard caught the edge of the cover with a loud bang. The car kept going and therefore so did we. I initially thought the loud bang had been the sump guard, had a quick look at it, couldn’t see anything untoward so just kept going. It wasn’t until I got the car home and on the lift that I realised the front edge of the tank guard had been folded over 180 degrees ripping the bolt and large penny washer through the floor leaving a nice hole, and that the rear attachment had come clean away taking the sill flange with it. However, it wasn’t all bad as we got 11<sup>th</sup> overall and 5<sup>th</sup> in class and the wedding marquee as a post rally meal venue was definitely a bit different.

A few days under the car with the welder sorted out the problem, and, as usual, found a few other small patches that needed doing but with the fuel tank out I was able to give that area of the floor and underbody a good going over so it should be OK for a while, hopefully.

Two weeks later and we were back in action again in the Lake District Classic which again is a multi-venue format, based in Penrith and covering an area of the Lake District over to near Keswick in the west and down to Shap in the south. Things started off well for the first test at Penrith truck-stop for a quick blast round cones and even test 2 which is tight and requires doing two 3 point turns around a farm yard at Kirkbarrow was faster than last year so things were looking good. However, things seldom go well for long and on the third test on a gravel fire road at Thornsgill we had a bit of an off at the turn at the bottom end of the test. We had to go between a cone and the edge of the track and it was tight. I was concentrating on missing the cone and dropped the NS front wheel off the edge of the track. Full right lock and right foot served to do nothing other than slowly pull us further over to the left until we were stopped by the sump guard finding a nice boulder to stop it. With the car listing at about 30 degrees to port it was a bit difficult to get out, especially with the door bar in position, however, it was even more of a task for Maggy to get out of the nearside. Fortunately, the marshal had a 4x4 pick up and asked if I wanted a tow

out, I thanked him and he duly attached a strap and with a bit of reverse and throttle and a good pull we were out and on our way. In total, we lost 4 minutes but it seemed a lot more. On reaching the end of test we were offered the option of a wrong test and gratefully accepted it as it was only 120 seconds. The next two or three tests were taken somewhat more circumspectly as there seemed to be some new noises in the car but after a while it was just a case of "boot it and go and if it breaks we'll get a lift". A quick inspection over lunch didn't show anything frightening so we kept at it for the rest of the day and eventually rose a few places over the afternoon to end up in the middle of the field at 13<sup>th</sup> overall.

Unfortunately, on inspecting the car, once we got home, I realised that the effort of the tow had nearly ripped the rear chassis leg through so it was time for the welder again. Investigation found that the floor had been patched previously but the person hadn't welded the patch to the top flange of the chassis leg and so it had little or no support. So again, several days were spent with the welder and grinder investigating, patching and welding various bits of the back end together. It looked like the chap who did the rear end welding at Peugeot had the day off when mine was built but the chap on the seam sealer had made up for it. I think the manufacturers were at the forefront of structural seam sealer usage.

The car was all back together, just, in time for the Northern Dales event which is a single venue event at the former cement works site at Eastgate in County Durham. We had enough excitement just getting there as the A689 through Alston and Nenthead over to Stanhope is not the best road to haul a trailer along with an MG6! It is a bit hilly and twisty to say the least and it's a bit tight in quite a few places. We were quite happy just to get to Eastgate. It was a good venue with 4 test areas using a mix of surfaces but with the majority on concrete and tarmac (with the odd railway line thrown in, just for good measure). The tests were well laid out and quite open and flowing with fairly easy navigation so Maggy had a bit of an easier day than of late. Good runs, a minor penalty of 5 seconds for stopping short of the line (but a lot better than test maximum for over shooting) saw us have an enjoyable morning. The afternoon saw a few slight changes to the tests which were becoming quite slippery as we were having some short showers, however, for the final run through the tests the rain started proper and we could get a bit more grip resulting in a 7 second improvement for the last run over the run before. Loading up the trailer in the rain was really good fun, especially with the amount of mud on the car, so we didn't bother to stop for the results, along with pretty much everybody else, and as it was raining quite well we decided to face the tow home as early as we could. When we got the results the next day we were really pleased to find we'd got 6<sup>th</sup> in class and 13<sup>th</sup> overall in a good quality field of 50 cars and what was even better was the fact that no welding would be required on the car for a change (it does need a new exhaust though).

Three days later I had a go at one of our grass autotests and actually came in the top half of the results (just) which was quite a surprise. It has taken ages to get all the grass and manure off the car though.

So that's what's been going on mainly, with a car show at Leighton Hall, one at Grasmere and a run out in the MGF for the Reiver's Raid around the borders thrown in for good measure, it's been a busy few weeks. There always seems to be something on somewhere and it's the retro meeting at Croft this weekend, but I've got to get the car sorted for the Blue Streak in a weeks' time and I've got a mate's car on the lift with no cylinder head.....how will we fit it all in?

Geoff and Maggy Bateman



## The Brecks Grass Production Car Autotest

## Results

o/a	Car	Driver	Car	Total	Run 3	Run 2	Run 1
1	2	Jonathan Stimpson	Peugeot 106 XSi	390.1	122.7	126.7	140.7
2	11	Rob Kitchen	Peugeot 205	394.1	121.8	126.9	145.4
3	1	Dale Lawson	Nissan Micra	408.5	128.9	133.7	145.9
4	16	Hugh Garnish	Peugeot 205	415.6	129.7	135.7	150.2
5	10	Andrew Lawson	Nissan Micra	419.2	129.7	135.1	154.4
6	8	Oli Dennington-Price	Hillman Imp	423.0	132.3	139.9	150.8
7	18	William Saunders	Nissan Micra	425.6	131.0	135.9	158.7
8	15	Joe Beales	Nissan Micra	432.5	137.4	134.1	161.0
9	3	Matthew Mantle	Peugeot 106	443.9	134.1	141.3	168.5
11	6	Garth Collier	Renault Clio	453.2	139.6	149.4	164.2
12	9	Richard Leggett	Fiat 500	454.6	142.0	148.9	163.7
14	27	Tom Abrey	Mini	459.7	138.3	153.7	167.7
15	5	Alan Kirkham	Nissan Micra	463.7	147.4	148.3	168.0
16	20	Phil Webb	Nissan Micra	466.5	143.1	153.7	169.7
17	7	Mick Beauchamp	Rover 214	466.6	144.8	153.7	168.1
18	12	Diane Mantle	Peugeot 106	467.3	144.6	148.0	174.7
19	22	Sara Banham	Nissan Micra	477.8	146.7	156.4	174.7
20	26	Robert Abrey	Austin 7	479.2	150.3	163.2	165.7
21	14	Julian Riley	Triumph TR3	482.8	151.9	160.0	170.9
22	13	Chloe Annison	Nissan Micra	488.7	153.7	160.3	174.7
23	23	Colin Mantle	Peugeot 106	493.9	155.9	163.3	174.7
24	4	Gordon Shipley	Peugeot 306 XSi	495.7	156.2	164.8	174.7
25	19	Michael Collier	Renault Clio	500.6	161.1	164.8	174.7
RET	24	Matthew Welch	Audi Quattro	333.3		158.6	174.7
RET	25	Brad Webb	Triumph TR6	161.4			161.4

What an evening, if you were not there you missed a treat! On behalf of the club a big thank you to Chris Abrey & Sara Banham for the use of their 'garden' and their incredible hospitality and to Howard for making it happen.

Congratulations to Jonathan (1st o/a and fastest on each of the three runs at test 2 and Rob (2<sup>nd</sup> o/a and fastest on each of the three runs at test 1).

And of course, the marshals, without whom events just would not happen, could have done with a few more but the small but perfectly formed team who did turn out coped well, managing to get all 27 entries through their 3 runs at each test well within the schedule. Test 1: Howard, Bernie & Janice on the clocks. Test 2: Peter & Bryan on the clocks with Paul, Paul & Hugh looking after the cones.

## 12 Car Championship

## 2017 / 2018 Provisional Calendar

Round 1 <b>P &amp; H Novice</b>	<b>Fri 27<sup>th</sup> Oct 2017</b>	<b>David Leckie</b>
Round 2 <b>Waveney Mushrooms</b>	<b>Fri 24<sup>th</sup> Nov 2017</b>	<b>David Mann &amp; Robert Aldous</b>
Round 3 <b>B &amp; H</b>	<b>Fri 8<sup>th</sup> Dec 2017</b>	<b>Howard Joynt &amp; Bernie Fox</b>
<b>20 / 20</b>	<b>Sat 13<sup>th</sup> Jan 2018</b>	<b>AMSC</b>
Round 4 <b>Happy Egg</b>	<b>Fri 26<sup>th</sup> Jan 2018</b>	<b>Gordon &amp; George Shipley</b>
Round 5 <b>Canada Garage Motorsport</b>	<b>Fri 23<sup>rd</sup> Feb 2018</b>	<b>Mark &amp; Lorraine Annison</b>
Round 6 <b>Lyng Garage</b>	<b>Fri 23<sup>rd</sup> Mar 2018</b>	<b>Jonathan Stimpson</b>

The latest Championship Rules and Event Regulations will be posted on the website as soon as they are available.

Perhaps now would be a good time for a website navigation refresher:

Opening up [www.sccon.co.uk](http://www.sccon.co.uk) will bring up the Home page, menus down the left-hand side of the page and on each page a series of page specific tabs along the top underneath the picture – on a specific page the tab you are looking at will be highlighted in blue.

The obvious route to the 2017 / 2018 12 Car Championship page is from the Home page: step 1 - select the 12 Car menu which will open up a sub menu listing the 12 Car Championship pages available: step 2 – select 2017 / 2018 which will open up the 2017 / 2018 12 Car Championship page with 2017 / 2018 tab highlighted in blue: step 3 – select the tab to view the information for a specific round (clicking on the event link in the calendar table will do the same thing).

The shorthand for this route is:

**[Home](#)>[12 Car](#)>[2017 / 2018](#)**

*A couple of dates that may be of interest to 12 car newbies:*

Thursday 21<sup>st</sup> September

CMC are organising a  
Navigational Training Night

More information available on the  
CMC website

Friday October 6<sup>th</sup>

WSMC are organising a  
Novice 12 Car Rally

More information available on the  
WSMC website

*Formula Ford Scholarship 2018 – general email sent out by James Mullen:*

Good afternoon,

We're in the midst of selecting a driver to receive a scholarship to compete in the 2018 season of British Formula Ford - 23 races over 8 weekends plus one test day before each race weekend. All this is in a championship winning car run by a winning team so the recipient is given the best chance of success.

To decide who receives this scholarship, we are visiting various venues around the UK with some racing simulators and asking aspiring racers to post their best laps possible. Whoever posts the fastest time on the simulator takes the drive next year. We are just over three weeks into the competition and due to the competitive lap times posted by aspiring karting stars, sim racers and members of the general public alike we are making efforts to open this up to more people in order to improve the quality of the winner.

In essence, the idea is turn entry level motorsport on its head and provide the most talented, quickest person with a life changing opportunity, as opposed to the opportunities going to those who are best at marketing themselves or raising budget through other means. We feel this is something that has been missing from British motorsport for a long time. Would this be an opportunity that your members would be interested in?

I can drop in a few links below for some more info. I'm also available to speak over the phone or by email if you'd like to know a little more, thanks!

[www.jmrscholarship.co.uk](http://www.jmrscholarship.co.uk)

[www.facebook.com/jmrscholarship](http://www.facebook.com/jmrscholarship)

**Kind Regards,**

**James Mullen** BEng (Hons), AMIMechE

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Web: [www.jmrscholarship.co.uk](http://www.jmrscholarship.co.uk)

Facebook: [JMRScholarship](https://www.facebook.com/JMRScholarship)

Twitter: [@JMRScholarship](https://twitter.com/JMRScholarship)

## Anglia Motor Sport Club



### 2017 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	4 <sup>th</sup> June	Wethersfield	WSMC
2	16 <sup>th</sup> July	Debden	AMSC
3	20 <sup>th</sup> August	Wethersfield	AMSC
4	17 <sup>th</sup> September	Wethersfield	CCC
5	1 <sup>st</sup> October	Stanta	SCCoN
6	22 <sup>nd</sup> October	Debden	WSMC

### 2017 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	26 <sup>th</sup> March	Wethersfield	CMC
2	7 <sup>th</sup> May	Woodbridge	WAC
3	2 <sup>nd</sup> September	Debden	WSMC / WAC
4	8 <sup>th</sup> October	New venue	KLDMC
5	5 <sup>th</sup> November	Wethersfield	CMC

**Not a Challenge round but there will also be a multi-venue Targa running on Sunday 24<sup>th</sup> 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 **HCAAC** Herts County Auto & Aero 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 <sup>th</sup> May	NE Essex	CMC / AMSC
July	16 <sup>th</sup> July	Norfolk	AMSC
August	13 <sup>th</sup> August	Suffolk	ECMC / AMSC

## 2017 / 2018 AMSC Trials Challenge



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

Very provisional, the final event was originally scheduled for 1<sup>st</sup> 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 **HCAAC** Herts County Auto & Aero 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

# CROMER SOAPBOX DERBY



**Sunday 6 August**  
**Racing from 1pm**  
**Scrutineering 11.30am**

Course A149- Beach Road - Morrison Petrol Station

## Classes

**Junior 10 -15 years - 16-18 years**  
**Adults 18 and over**

## Prizes

**Concourse de Elegance for each class**  
**Fastest driver each class**

Entry forms available now from  
The Cottage, 8 Louden Road, Cromer, Norfolk NR27 9EF  
or [www.cromercarnival.co.uk](http://www.cromercarnival.co.uk)

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**IMPORTANT NO CRASH HAT NO RACE**  
ALL CARTS MUST PASS SCRUTINEERING BEFORE BEING GIVEN A RACE NUMBER

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

**THEN THIS IS FOR YOU!**

**THE 2017 ESSEX EXTREME AEMC  
SPRINT CHAMPIONSHIP**

Classes for all types of cars.

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

Category A: Road Going Series/Specialist Production Cars  
(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)

Category B: Modified Series/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

**Calendar**

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

The best 10 scores will count towards the championship.

Event Supplementary regs will be sent to each registered competitor, So, no need to chase around for regs.

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

*Chris Deal*

07920 -840689 (mobile)

[aemc@chrisdeal.force9.co.uk](mailto:aemc@chrisdeal.force9.co.uk)

**Essex Extreme**

[www.essexextremebodyworks.co.uk](http://www.essexextremebodyworks.co.uk)



[www.aemc.org.uk](http://www.aemc.org.uk)





Paul McIlroy/TPM photo sport

## Specialist sport requires specialist insurance

Rally Guard – Designed by competitors for competitors: The road section event insurance for organising clubs.

If you're involved in motorsports you will want to be confident that your insurance is providing you with the protection you need.

Our dedicated motor sports team at Jelf Insurance Partnership have designed Rally Guard, insurance cover for Third Party Road Traffic Act liability for the road sections between stages (stage rallies) or during an event (road rallies).

**Jelf** Insurance Partnership

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

### Key features

- In the event of a claim there is no excess to pay
- Cover runs up to 36 hours as standard
  - Competitive prices
  - Exclusive paybacks are offered to organisers who use Rally Guard for a whole season
  - Dedicated team with many years experience within the motor sports insurance industry
  - Proactive reassuring claims service

### Standard rates per driver including 9.5% Insurance Premium Tax:

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

### Simple eligibility criteria – cover can be used for:

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

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

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

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

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

Simply call 01482 388597 or email [info@jelfmotorsport.com](mailto:info@jelfmotorsport.com)

[www.jelfmotorsport.com](http://www.jelfmotorsport.com)

**Jelf** Insurance Partnership



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