

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2017



CHRISTMAS
PARTY!



Xmas Natter & Noggin

White Horse

Trowse NR14 8ST

Wednesday 20th December

8 for 8.30

Free Buffet

Quiz

Raffle

(Raffle prize donations welcome - please contact Christine or Martin if you have a donation)



Merry Christmas



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

[**B & H 12 Car
Regs**](#)

[**Snetterton Grass PCA
Regs**](#)

The Latest ...

Social Events

Howard – Social Secretary:

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

Club Nights

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

Please join us at the **White Horse** on 20th December for a Xmas Natter & Noggin

Diary Dates

Wednesday 6th December
Management Meeting

Friday 8th December
12 Car Round 3
B & H

**Sunday 10th December
Snetterton Grass PCA**

**Sunday 10th December
Belchamp Walter Car Trial
West Suffolk Motorsport Club
2017 / 2018 AMSC Trials
Challenge Round 4**

Wednesday 20th December
Xmas Club night at the White Horse, Trowse

**Monday 1st January
Seckford Hall Car Trial
Eastern Counties Motor Club
2017 / 2018 AMSC Trials
Challenge Round 5**

Wednesday 3rd January
Management Meeting

Thursday 18th January
Club night at the White Horse,
Trowse

**Sunday 21st January
Harlton Car Trial
Cambridge Car Club
2017 / 2018 AMSC Trials
Challenge Round 6**

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.

Friday 8th December
12 Car Round 3
B & H

Sunday 10th December
Belchamp Walter Car Trial
nr Sudbury

Monday 1st January
Seckford Hall Car Trial
nr Ipswich

Saturday 6th January
Mercury Trophy
Inter-club 20 / 20

Saturday 20th January
Brands Hatch Winter Stages

Sunday 21st January
Harlton Car Trial
nr Cambridge

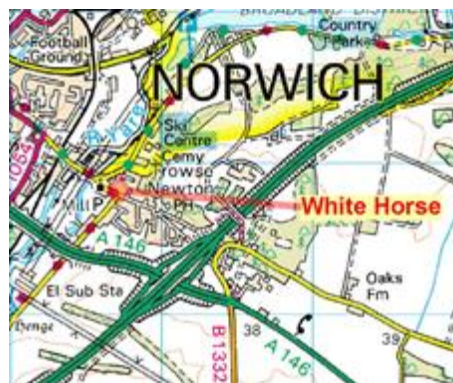
Friday 26th January
12 Car Round 4
Happy Egg

Sunday 18th February
Snetterton Stage Rally

**Wednesday
20th December**

**Xmas
Natter &
Noggin**

[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		
Tuesday 12 th September	PCA		Howard Joynt
Thursday 21 st September	Club night		
Sunday 1 st October	AutoSOLO		Martin Newson
Thursday 19 th October	Club night		
Wednesday 25 th October	12 Car	12 Car	David Leckie
Sunday 12 th November	Car Trial		David Leckie
Thursday 16 th November	Club night		
Friday 24 th November	12 Car	12 Car	David Mann
Friday 8 th December	12 Car	12 Car	Howard Joynt
Sunday 10 th December	Grass PCA		Howard Joynt
Wednesday 20 th December	Xmas Club night		

www.scon.co.uk/index.html

2018 Dates	Event	Champ.	Contact(s)
Saturday 6 th January	AMSC 20 / 20		Martin Newson
Thursday 18 th January	Club night		
Friday 26 th January	12 Car	12 Car	Gordon Shipley
Thursday 15 th February	Club night		
Sunday 18 th February	AMSC Stage Rally		
Friday 23 rd February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 15 th March	Club night		
Friday 23 rd March	12 Car	12 Car	Jonathan Stimpson & Rob Kitchen
Thursday 19 th April	Club night		
Saturday 21 st April	Annual Dinner & Awards Evening		Peter Riddle
Thursday 17 th May	AGM		David Leckie
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 19 th July	Club night		
Thursday 16 th August	Club night		
Thursday 20 th September	Club night		
Thursday 19 th October	Club night		
Thursday 16 th November	Club night		
Thursday 20 th December	Club night		



Huge thanks to SCCON for their generous donation and for supporting us on our recent London-to-Brighton cycle ride in memory of our Dad, Chris More. To date, we have raised over £1700 for the Motor Neurone Disease Association! Which is not only amazing, but also incredibly touching. It really will do so much good!

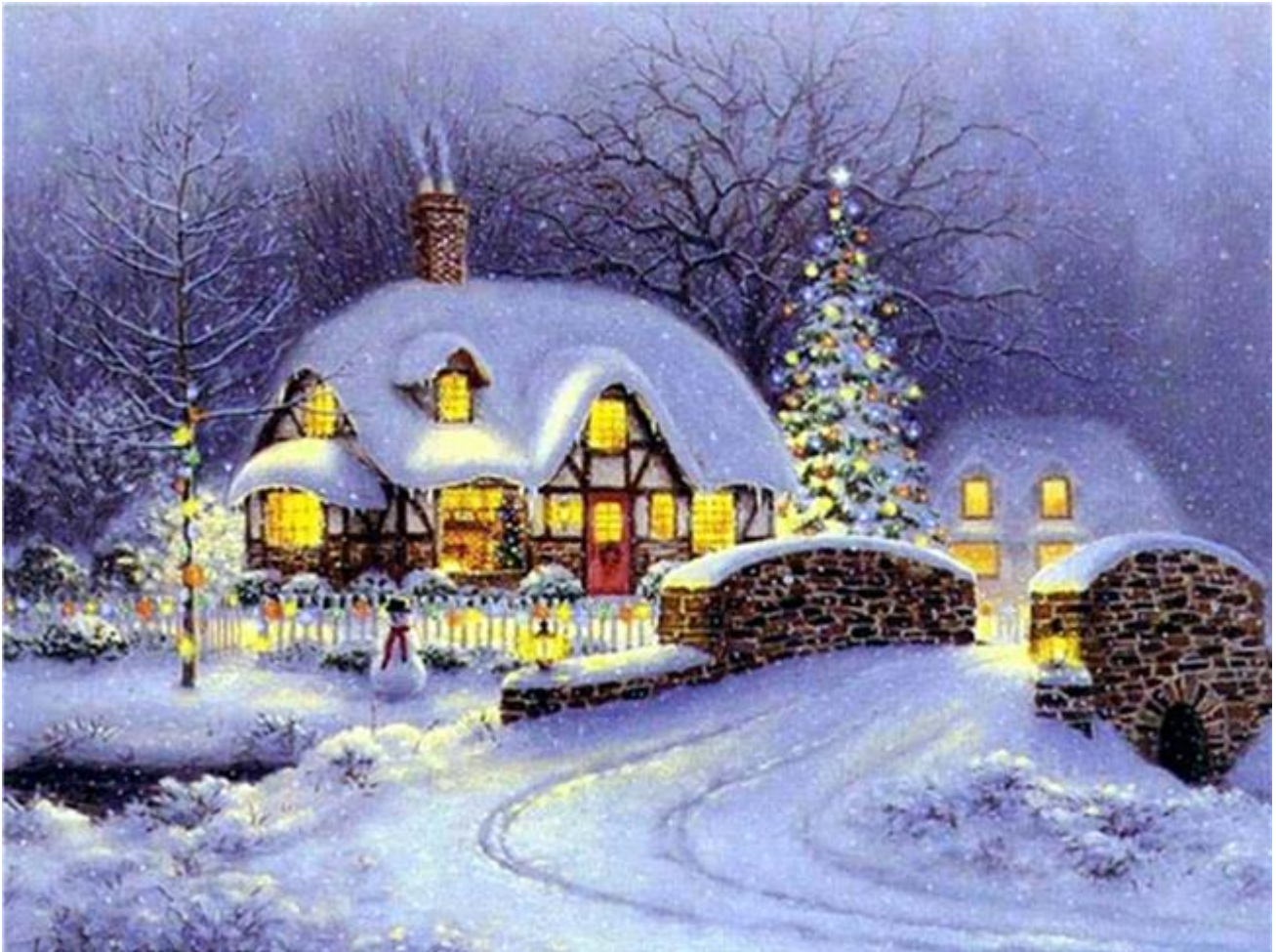
Thanks also for organising for us to drive the escort around Snetterton Circuit. It was brilliant, and I think a really fitting way to remember Dad! He would have been so chuffed...thank you all again x



Thanks to Malcolm Blades for the photos



Christmas Chairman's Chat 2017



**Merry Christmas and a
Happy New Year to all our
Members**

Just recovering from another trip away for work. Is it me or was I in the wrong place at the wrong time most of the way on that trip home.

Twice while driving out wonderful motorways I was nearly taken out by other drivers.

On the M40 driving South, I was in the fast lane doing 70 ish. Overtaking a few lorries when a van shot past me on the inside nearly running into the back of a lorry in his lane. he did not brake but pulled into the lane where I was very nearly hitting me in the process. I had to brake quite hard and was very nearly rammed from behind. Seventy miles later heading North on the M11. Again, outside lane do 70 ish, overtaking the lorries in the two-lane section. I was passing the forty-footer on my inside, when he decided he was going to pass the lorry in front of him. I was already five feet past his back end as he pulled out causing me to brake again and pull towards the Armco to avoid being pushed into that Armco barrier. The eventful drive was not quite over, returning from Halfords I nearly had a 10-12 year-old on his bike ride into my side in Oulton Broad, he decided to jump himself and his bike off the pavement as I passed into the gap between me and that pavement

I think it would have been safer to stay in bed, or perhaps I would have fallen out of that.

Our friends in West Suffolk are running their first car trial of the current series, if you remember they came to our recent trial at Cadders Hill Lyng last month. It is now time to return the favour.

Details: Snuggs Pit, Belchamp Walter, Sudbury, somewhere in deepest Suffolk. Our first trial of the season coming up on the 10th Dec, new site (to us) and looks good. If you can marshal for us we will buy you breakfast (or lunch) and don't worry if you have not done this before, you won't be left on your own. You can bring friends or relatives and we will look after you with any training you may need. These are not fast tests, and neither are the cars! If you can help either reply to me or register here:- <http://wsmc.co.uk/trials/> COME AND HAVE A GOOD DAY.

**I REALLY HOPE THAT YOU AND ALL YOUR FAMILY'S
HAVE A GREAT CHRISTMAS AND NEW YEAR**



LET'S HOPE 2018 IS A GREAT YEAR FOR EVERYONE



**To Finish 2017 Our Final Event Is Our Buffet At The White Horse, Trowse
Wednesday 20th December at somewhere around 8.00-8.30**

This is a free event for you all

There will be a small raffle with a good number of prizes for everyone

I have been opening as many crackers as possible to bring you this one liners and Christmas short jokes. I hope just one of them make them smile

As a little girl climbed onto Santa's lap, Santa asked the usual, "And what would you like for Christmas?" The child stared at him open mouthed and horrified for a minute, then gasped, "Didn't you get my E-mail?"

Let's both be naughty this year and save Santa the trip.

Is your name Jingle Bells, cause you look like you go all the way

Can I take a picture of you, so I can show Santa exactly what I want for Christmas.

If your left leg was thanksgiving, and your right leg is Christmas, can I come visit you between the holidays?

Shouldn't you be on top of the tree, Angel?

You know I would love to show you the toys my elves make for adults.

How about I slip down your chimney, at half past midnight?

Wanna meet Santa's little helper?

What do you say we make this a Not-so-Silent Night?

Girl if you come to my house on Black Friday, all clothes will be 100 percent off.

Believe me if you ever saw it, you would even say it glows!

Screw the nice list, I've got you on my "nice and naughty list!"

My best toys run on batteries

Q: What's an ig? A: A snow house without a loo!

Q: Why did Frosty the snowman want a divorce? A: Because he thought his wife was a flake

Q: Why does it take longer to build a blonde snowman than a regular one? A: You have to hollow out the head.

Q: What do snowmen eat for lunch ? A: Icebergers !

Q: What time is it when little white flakes fall past the classroom window? A: Snow and Tell.

Q: If the sun shines while it's snowing, what should you look for? A: Snowbows.

Q: If you live in an igloo made of snow, what's the worst thing about global warming? A: No privacy!

Q: What do you call ten Arctic hares hopping backwards through the snow together? A: A receding hare line.

Q: How do you keep the snow from giving you cold feet? A: Don't go around BRRfooted!

Q: What kind of math do Snowy Owls like? A: Owlgebra.

Q: How do you know if there's a snowman in your bed? A: You wake up wet!

Q: What do you call a snowboarder with no girlfriend/boyfriend? A: Homeless

Q: What is the difference between a snowboard instructor and a snowboard student? A: 3 days

Q: Where does a snowman keep his money? A: In a snow bank.



"When Reliability Matters"

Norfolk Classic and Sports Cars was born from a lifelong passion for motor sports 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 Robert has travelled many of the routes and first-hand experience of the problems encountered by classic vehicles on this type of event.

The company also carries out restoration work with workmanship undertaken to a meticulous standard. You can see some of our clients' cars in the Galleries section of our website at www.norfolkclassiccars.co.uk. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of events for which Robert has provided mechanical support.



			
	Title	Revision Date	Edition
131	Boston & Spalding	Feb-2012	D2
132	North West Norfolk, King's Lynn & Fakenham	Mar-2011	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	Jan-2014	D3
134	Norwich & The Broads, Great Yarmouth	Dec-2012	D3
143	Ely & Wisbech, Downham Market	Jul-2014	D2
144	Thetford & Diss, Breckland & Wymondham	Nov-2012	<u>B3</u>
154	Cambridge & Newmarket, Saffron Walden	Aug-2012	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	Nov-2013	D3
156	Saxmundham, Aldeburgh & Southwold	May-2013	B3

Marshals Post

Upcoming club events: B & H 12 Car, Snetterton Grass PCA, Happy Egg 12 Car

Other clubs:

Belchamp Walter Car Trial on Sunday 10th December at Belchamp Walter (nr Sudbury) organised by West Suffolk Motorsport Club

Seckford Hall Car Trial on Monday 1st January at Seckford Hall (nr Ipswich) organised by Easter Counties Motor Club

Harlton Car Trial on Sunday 21st January at Harlton (nr Cambridge) 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) 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)

Chelmsford Motor Club

MCGJ

Brands Hatch

Winter Stages

engineering

Saturday 20th January 2018



Supplementary Regulations

The Jelf Motorsport.com 2018 AEMC/AEMC Stage Rally Championship
The 2018 Hamilton Classics ACSMC Stage Rally Championship

PROTYRE MOTORSPORT

VITAL EQUIPMENT

MICHELIN

MSVR

MOTORSPORT
NEWS

CIRCUIT RALLY

CHAMPIONSHIP

IN ASSOCIATION WITH MSVR

Rally of the Tests

Rally of the Tests 2017 - a personal review Ian Doble

It all began at the beginning of the year when Andy Simpson asked me if I'd like to enter the Rally of the Tests with him. I was rather apprehensive to say the least, but Gill was very encouraging so I agreed. Then as the autumn approached I became rather apprehensive having not competed on a "proper" rally since the Vale of Clwyd in 2015 with Jim Deacon when I declared "that's it I'm past my sell by date for these Regularity rallies, no more".

Anyway as we all know time is a great healer, so Andy and I decided to enter the Devils Own. Ros was not keen on navigating in the dark and it seemed an ideal event to get me back in the hot seat and see if we could gel as a crew.

I must admit it did not go as well as I'd hoped and I missed a few slots on the night including a huge off-piste detour in Grizedale Forest and messed up some speed changes, but never mind we did finish in one piece, and we did get on OK, so RotT here we come.

Once the pre-event information arrived I contacted my night rally mate, David Bell for some insight into the roads of the Peak and Lake Districts. It was very enlightening but not much help as we did not use many of the roads the current night boys rally on.

Anyway the big day arrived I met up with Andy in Telford for the trip to Carden Park for Noise and Scrutineering formalities and setting the trip on the measured distance. I was particularly pleased with this as we were bang on so that was one worry out of the way. We were seeded at #94 as the pre-event seeding is based on age of your car, oldest first etc. The Prologue on Thursday evening included two regularities and two tests, the latter being a couple of laps of a kart track and then an illuminated test in Demon Tweek's car park. All went well and our finishing position allowed us to start 23 minutes after car 1 the next day; a great start.

The first full day commenced with another car park test and then some farm tracks and Oulton Park before a private land Regularity on Cheshire Showground – all good fun. Then we were into the meat of the event across through Derbyshire then north through Hebden Bridge, in the dark at 4.30pm on a Friday night, what joy, on our way to a rest halt at Scammonden Reservoir. It was dawning on me that the link sections were just as difficult as the Regularities complete with Secret Checks to make sure we did not get lost and find our own way, but the tulip road book distances were bang on and even better so was the trip! A couple more Regularities using the Ripponden maze an old Motoring News stomping ground and three more tests on our way to Hawes for supper before tackling an old fashioned TC section on private land around Catterick Camp followed by a long transport to Newton Aycliffe on the other side of the Pennines. The TC sections are really demanding with controls about one mile apart with passage checks in between. I'll leave the rest to your imagination! We even managed a one minute maximum for stupidly exploring the tracks beyond a "No" board – eejits.

With the Day 2 starting order based on your performance on the previous day we made steady progress down the leader board now 38 minutes behind car 1 but still on the first page! Today was the day for my first big faux pas. We stopped for morning coffee at Hartside Café in the heart of the Pennines and were provided with a marked map for the Regularity to follow. Knowing Guy and Anthony are sticklers for detail I did not twig the significance of the markings. Needless to say we missed the first timing point, even discussing the group of folks parked by a 4x4 we drove past that were actually the control. I then compounded this error by plotting the incorrect route but eventually spotting my mistake and back tracking for a maximum at the second timing point, aargh!

The remainder of the daylight entertainment was fine until we were given a relatively simple Regularity defined by 3 blackspots. Having been given the start and finish locations before the event I had already mentally planned the potential route. I then proceeded to miss-plot one of the black spots to make the instructions fit my pre-determined route – what a disaster. Thankfully there was a Preston/Woodcock twist on this one as the Regularity finished on the service road into the M6 Services which caught out the majority of crews. It was probably around here I announced “never again – my brain is just not up to the task any more”. As Casey Stoner once said of Valentino Rossi “I guess his ambition is greater than his ability”.

Another test and Regularity took us to the TC section around Warcop Camp. Again it was defined by tulips with short distances between timing points and passage checks demanding accurate navigation and full-on peddling. At least we did not get too lost on this one! Then the final Jogularity of the day and another link section to supper back at Newton Aycliffe.

The final day we start 41 minutes after car 1, but with the promise of an early finish I've finally relaxed into the event and look forward to the action. A couple of tests take us to another off road Regularity around Catterick Camp. A really intricate route that I have no idea how the early crews manage to identify. We try to enter the second timing point the wrong way but eventually find the correct route by following Peter Williams and Andy Darlington, thank you guys. Later on I get completely “lost” and we back track to a point where I can re-set the trip and we start again, thankfully finding all the remaining timing points but gaining a maximum for the one following our re-group. It could have been much worse! Another Regularity and then a couple of very interesting test around the Lightwater Theme Park followed by a long Regularity starting in the forests to the East of the White Horse in the Hambleton Hills. This all went well until I had a confidence crisis imagining an off road white loop where there wasn't one so collected an unnecessary maximum at one of the TPs.

Then it was off to lunch and another off road Regularity in Bramham Park the scene of RAC Rally Stages of yesteryear. We were getting the hang of these now, with only one minor wrong slot and then I lost my place on the map following a TP, but both incidents were corrected without gaining a maximum so I was relatively happy. All that remained was a couple of runs around an extended Harewood Hillclimb. These were good fun but the finish was very difficult as we were “head on” into the setting sun and could not see the stop astride finish or the marshals which made for a very exciting few seconds.

Well what an event, not for the feint hearted, well done John Abel and Martyn Taylor for winning the “pukka” event and the all the others in the top ten, and especially to Paul Crosby/Andy Pullan, Steve Entwistle/Ali Procter and Neil Wilson/Matthew Vokes who finished in the top three; yes it's complicated. What an achievement, especially Seren and Elise Whyte in their “non-Standard 10” and a special mention for Stuart Anderson and Leigh Powley in the open 1937 Bentley Derby, although I'm not sure Leigh's heated fleece is period! ☺. We finished on the first page which we were pretty happy with and managed third in Class 3A and came away with a “pot” which was even better than expected. The highlights for me included Anji Martin all dressed up in period gear and looking a picture all through the event, and every day a different outfit, closely followed by Seren and Elise whose wardrobe and hair colour also changed daily. Plus we managed to achieve a couple of equal best Regularity times; shame there weren't a few more of them! The low-lights were missing the first timing point after Hartside Café, and then on a later Regularity miss-plotting a simple blackspot! Will I be doing it again.....hmm good question if you'd asked me on Sunday it would be a definite “No”, but now well maybe, perhaps?

A big thank you to all the marshals who made the event possible and the encouragement our many friends in the HRCR Clubmans Championship provided as they appeared here and there throughout the three days, and of course all the folks at HERO for creating a challenging event.

Finally, I must mention the “pig”. It’s not often you see a pig reading Motorsport News sat on a stone on a sunny Sunday morning in the Pennines – it had us in stitches for miles!

Ian



Andy & Ian with thanks to Tony North



Percy wannabe spotted out and about with thanks to Blue passion Photo / HERO

A Half Century of Dellow Ownership

Peter Hanman

Back in 1966 I was working as a salesman at a Ford distributor in Harrow. One of my colleagues was the owner of a 1923 Singer 10 and a member of the Singer Owner's Club, he told me about a PCT they were holding in March, a combined One Make Car Club Event taking place in Surrey. He suggested I join the club and enter the event, this I did and borrowed my mother's Fiat 600 to compete in. I really enjoyed the event, everyone was very friendly and I was keen to take part in further events so it was a question of what car to use?

I was in the fortunate position of having a Ford Anglia company car and had been thinking about buying something open and sporty and summer use, a Dellow sprang to mind – it was open, biased towards trials, had Ford running gear so spares would be easy and it also had cable brakes and steel wheels (my first car was a MGTA and I had had numerous problems with hydraulic brakes and wire wheels). The question was now where to find one!

Copies of Exchange and Mart were purchased and looking through I found a 1950 Dellow MK1 for sale in South London. This was viewed and purchased for £70 and a friend of mine towed the Dellow home for me on the Easter Monday.



The car was sound but needed tidying up and servicing, the brakes were badly out of adjustment and other parts were somewhat worn. Whilst doing this work I also decided to give it a fresh coat of paint and change the colour from green to red, by Whitsun the car was ready to use.

I took part in a number of trials and grass auto tests doing well in auto tests but found we were running out

of power on the steep trial sections. After much head-scratching I discovered the car had a 4.7 axle ratio rather than the standard 5.5.

In addition to competing the Dellow was used on many occasions during my courting days. One day I even drove across London with two nurses in the passenger seat!

August 1967 saw me married and moved to Suffolk. After a while and with a family on the way it was difficult to justify the expense of running the Dellow. I could have sold the car and the money would have been useful but decided to keep it and re-build it, the idea being to take it apart and put it back together as and when I could afford to.

It was 1971 by the time it was finished and by then we had two children. We carried on taking part in Singer Owner's Club events until 1973 when the fuel crisis meant it was difficult to keep travelling to Surrey to compete.

I joined my local motor club, ECMC, and took part in their events and those of other East Anglian clubs.



This continued until the late 70's when there was not a class the Dellow was eligible for, I was either placed in the rear engine class with the Imps or told I could run but would not be eligible for any awards. Wishing to continue with my motorsport I reduced the use of the Dellow for several years and used a number of other vehicles or my wife's Mini if nothing else was available.

I can remember entering an Austin Metro 1.3 S (our demonstration car!) in an ECMC trial at Seckford Hall, Woodbridge in early November 1980 and managed an overall win. I think this could have been the Metro's first competition success as the car had only been launched a fortnight earlier.

By the mid 80's there was once again a class available for the Dellow as kit cars were appearing on the trials scene. Having refurbished the car we also started using the Dellow on classic runs and have fond memories of the Norwich Union classic runs with the starts from Norwich on the Sunday morning after the SCCON organised Saturday runs, the forerunner of the Midsummer Classic.

By this time my son Tim was a qualified driver and shared the car on single venue trials. His first PCT was Lyng in 1988 when the sections were in the opposite field to that used today.

Over the last 30 years we have had great fun competing together and help each other whilst remaining rivals. Usually our performances are pretty close, sometimes he is ahead and vice-versa. By and large the car has been reliable, and we have both had many good results.



Often after a trial we would compare our results to work out what we would call “the cars potential”, taking the best result for each test and seeing where the car would come.

In 2007 I again refurbished what had become a rather tired car. I re-built the engine, made some new body panels together with new steel tubes for the spare wheel carrier and again re-sprayed the car. Since this time the car has been performing better than ever, yes we have had diff and engine problems but considering the use it has during the last 10 years it has done very well and at 67 years old I am pleased to say the Dellow still remains competitive.

We very much enjoy the AMSC Trials Challenge rounds; this has really breathed new life into the local trials scene.

Over the years we have been fortunate enough to win a number of awards including:

- Overall winner of the East Anglian Supertrial (a multi venue multi discipline event)
- Several overall wins of WSMC's three-way event
- Class winner in the AMSC trials championship
- A number of class and overall awards

We both very much enjoy our motorsport and hope that we are both able to continue the trials and classic runs for many years to come. It is always a pleasure to take part in SCCON organised events and we would like to thank all those involved in the organisation and running of these events.



Peter Hanman

Nov 2017

WRGB and RAC

Paul Doodson

Percy has asked me to write about my marshalling trips to North Wales, for the WRGB & to Co-Durham for the "RAC", otherwise known as The Roger Albert Clark.

The trip to North Wales was choreographed most expertly, as always by Team Grounds, a subsidiary of Cambridge Car Club... Our Base, like the previous year was the Bikers Retreat, just north of Dolgellau. We were down to marshal on 3 stages, Sweet Lamb, Dyfi, & Gwydir, which is just north of Betws-y-Coed.

On Sweet Lamb I and another marshal operated the A system, which is the radio system direct to Rally HQ. For the stop control, call sign "Sweet Stop", which a number of the controllers found difficult to say. Here I found my much-modified mast was able to receive the A system without any changes.

For Dyfi, all was much simpler, as, like previous years, I sat in the Stage Commanders Van and used his A system, and kept a listening watch on the C system. The second pass of the WRC cars was the most interesting. It seems the spectators has swelled to a point where there were almost uncontrollable. The situation was quite bad at one point, so bad that Madame Mouton had to get out of her car (one does not argue with Madame Mouton, if you do, you are either very brave, or foolhardy) and move spectators back. There were nearly 300 marshals on that stage, and as stated by Sue Saunders, the marshals were just overwhelmed. Thankfully the stage went ahead, without any problems, but it was a close run thing (to being cancelled)..!!

Gwydir. Never have been there before and was shunted to a clearing not too far from the flying finish. It was a non-spectator area, I was told. In your dreams, they came out of the wood work, and by helicopter. Then the military film crew arrived to photo the military land rovers, who were still going strong. Except for a small group of people (and for them I had to radio for assistance from the finish) all went well.

The return to Norfolk was most welcome.

Then it was off to Co-Durham, for the "RAC". I stayed at a hotel not too far from Rochester (on the A68), The stages on this event are really hard. Kielder is renowned for being rough. The stages are littered with small stones and one has to drive very carefully so as not to get punctures. It was quite amazing the number of official cars that collected punctures.

My first stage was the finish radio at Ogre Hill, only some 7 miles from the hotel. It was run twice and finished after dark.

The second stage was a long way away, over 2 hours and started near the village of Sandyford, and required a two mile drive into the forest just to get to the stage start. Eventually the Stage Commander arrived complete with entourage. My marshalling point was at the head of the Black Esk Reservoir, a most pleasant, calm place, until a load of cars came past! After the second pass, getting out was difficult, to say the least as the stage was covered in loose stones, and lined with very dark, big drops.

The third one was Falstone. The long drive into the start of the stage was over the head of the dam followed by a three mile drive to the stage start. Here my luck changed, as the stage commander was the same as Sweet Lamb, Neville Simmons. Also, I had been sent a complete list of marshals, who were on the stage, and two names jumped out from the page and hit me. None other than Geoff and Maggy Bateman. So, without their knowledge I asked for them, and sure enough they arrived. The mast was erected and to my relief the wires were not required, no wind. I do hope their day was as enjoyable as it was for me, as I had two people with my who I could trust!

The finish was in daylight and was the last stage of the event. Sadly, after all their hard work a number of competitors went off blocking our exit route, but, we were only some one to two kilometres into the stage, so were allowed to travel W/D to the start control and out. The rest of the group from NW Kent, who I was with, were not so lucky as they were further into the stage so were stuck. Shame.

After returning from this event, a glimmer of an idea formed in my mind, as the next "RAC" is not for another 2 years. This would give us a gestation period of just under 2 years to prepare a team of 3 cars for this event! Great, I thought, but a very big NO, NO was given to me by the 2 people I spoke to!! OH well, but on the bright side, we will have one team, I hope in 2 years' time, so a club effort might be required. We will see nearer to the time.

By the time I had returned a very horrible noise was coming from under my Toyota. A very urgent trip to the garage was organised. A brake calliper had seized requiring 2 new discs and pads! The callipers were full of all sorts of crud, so, I really got away with it lightly.

I wish you all a Very Happy Christmas, & safe New Year.

Paul



MERRY CHRISTMAS!!

12 Car Championship

2017 / 2018 Provisional Calendar

Round 1 P & H Novice	Wed 25th Oct 2017	David Leckie
Round 2 Waveney Mushrooms	Fri 24th Nov 2017	David Mann & Robert Aldous
Round 3 B & H	Fri 8th Dec 2017	Howard Joynt & Bernie Fox
20 / 20	Sat 6th Jan 2018	AMSC
Round 4 Happy Egg	Fri 26th Jan 2018	Gordon & George Shipley
Round 5 Canada Garage Motorsport	Fri 23rd Feb 2018	Mark & Lorraine Annison
Round 6 Lyng Garage	Fri 23rd Mar 2018	Jonathan Stimpson

2018 AMSC Mercury Trophy Inter-club 20 / 20

Saturday 6th January 2018

Third running of the Inter-club 20 / 20 Challenge

Ten clubs this time round, teams will be either two or three crews from each club

Same organising team as last year

If you would like to be part of the club team or a marshal, please contact either:

AMSC Club Representative: Martin Newson

Competition Secretary: Mike Smith

12 Car Coordinator: Gordon Shipley

Waveney Mushrooms 12 Car

Car	Class	Driver	Navigator	Fails	Mins	o/a	Class
11	N	Mick Beauchamp	Len Fletcher	-	1	1 st	-
2	E	David Smalley	Matthew Smalley	-	9	2 nd	1 st
10	N	Andrew Scott	Wes Caley	-	12	3 rd	1 st
8	N	Gordon Shipley	George Shipley	-	12	4 th	2 nd
12	B	Matthew Mantle	Colin Mantle	-	17	5 th	3 rd
7	N	Garth Collier	Michael Collier	1	2	6 th	4 th
9	N	Paul Brunton	Nick Wale	1	8	7 th	5 th
3	I	Jonathan Stimpson	David Burlingham	3	28	8 th	1 st
6	I	Ben Cutting	Steve Cumbers	5	5	9 th	2 nd
1	E	Hugh Garnish	David Bell	RET			
5	I	Marc Sheffield	Shaun Hannon	RET			
4	I	Dale Lawson	Andrew Lawson	DNS			

Twelve entries, eleven starters and nine finishers, congratulations to Mick & Len on a convincing victory. And a big thank you to David & Robert and their team for organising another superb event. Well done to the marshals on what was a fairly chilly but fortunately dry evening.

The team in car 1 had an eventful evening, thoroughly enjoyed the first three miles and then decided that it would be a bit of a wheeze to park up within 300 yards of the start to do a bit of spectating before abandoning the car and setting off to do our own thing on a scenic tour of Suffolk and Norfolk in a variety of vehicles. The doctor is still out but it may just be a case of '*putain français auto-électrique*' (excuse my French).



2017 Club Championships

Latest Positions (end of November)

Marshals
<p>Have you marshalled in 2017?</p> <p>Club events, AMSC events, AEMC events, national events</p>
<p>Please claim your marshalling points (the response to date has been disappointing)</p>

12 Car Overall			
Driver		Navigator	
Mick Beauchamp	22	Len Fletcher	22
Garth Collier	19	Michael Collier	19
Paul Brunton	17	Nick Wale	11
Matthew Mantle	17	Colin Mantle	17
Gordon Shipley	15	Matthew Smalley	11
David Smalley	12	Wes Caley	10
Andrew Scott	10	George Shipley	9
Richard Felton	8	Jonathan Stimpson	8
John Peterson	7	Peter Riddle	7
Jonathan Stimpson	5	Tim Melville	6
Ben Cutting	4	David Burlingham	5
		Steve Cumbers	4

12 Car Expert			
Driver		Navigator	
John Peterson	7	Peter Riddle	7
David Smalley	7	Matthew Smalley	7

12 Car Intermediate			
Driver		Navigator	
Richard Felton	7	Jonathan Stimpson	7
Jonathan Stimpson	7	David Burlingham	7
Ben Cutting	6	Steve Cumbers	7

12 Car Novice			
Driver		Navigator	
Mick Beauchamp	12	Len Fletcher	12
Garth Collier	11	Michael Collier	11
Paul Brunton	10	Nick Wale	10
Gordon Shipley	9	Colin Mantle	8
Matthew Mantle	8	Wes Caley	6
Andrew Scott	6	George Shipley	5
		Tim Melville	4

Lyng Garage Car Trial



Sunday 12th November 2017

Cadder's Hill, Lyng

Round 3 of the 2017 / 2018 AMSC Trials Challenge

AWARD WINNERS

Award	Driver	Car
o/a	Peter Hanman Tim Hanman Barry Redmayne	Dellow Mk1 Dellow Mk1 Liege S
Class 1	Robin Lines	Toyota Yaris
Class 2	Robin Howard	Citroen Saxo VTS
Class 3	Richard Leggett	Fiat 500 Saloon
Class 4	Ian Davis	Dellow Mk1
Novice	Stephen Douglas	Ford Fiesta

S n e t t e r t o n G r a s s P C A



Sunday 10th December 2017

Snetterton Circuit

ENTRIES NOW OPEN

A welcome return to Snetterton Circuit for a Grass Production Car Autotest on Sunday the 10th December, with thanks for the continued support from Jamie Hopper, the Snetterton Circuit Manager.

The club will be sharing the venue with a Track Day meaning that as well as the usual circuit facilities being available there will also be something to have a look at.

Format will be to run four tests, two in the morning and two in the afternoon. The surface will be smooth, non-damaging grass and will be suitable for any car. The event will be aimed at the less experienced and younger competitors. The tests will not be as tight as they were last year.

Entry fee set at £10 per driver with a free entry for under 18s.

Entries may be accepted from drivers who are 14 and over. However, for drivers not holding a full RTA Licence, the passenger must hold a full RTA Licence and be experienced in Autotesting. Passengers must be 12 years or over. However, for passengers not holding a full RTA Licence, the driver must hold a full RTA Licence.

The Micras will be available.

We look forward to seeing you on the 10th December

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	Stanta	SCCoN
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	5 th November	Wethersfield	CMC

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 **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 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	Belchamp Walter	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	15 th April	Ivinghoe Aston	FMC
?	tbc	tbc	ECMC

Very provisional, the final 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 **HCAAC** Herts County Auto & Aero Club
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Paul McIlroy TFM photo sport

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

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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
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- Competitive prices
- Exclusive paybacks are offered to organisers who use Rally Guard for a whole season
- Dedicated team with many years experience within the motor sports insurance industry
- Proactive reassuring claims service

Standard rates per driver including 9.5% Insurance Premium Tax:

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

Simple eligibility criteria – cover can be used for:

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

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

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

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

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

Simply call 01482 388597 or email info@jelfmotorsport.com

www.jelfmotorsport.com

Jelf Insurance Partnership



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