

# SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

November 2018



## Craig Breen & Scott Martin, Wales Rally GB 2018



Images courtesy of Dave Bell, Peter Riddle and Jon Scoltock

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## Downloads available:

(via [www.sccon.co.uk](http://www.sccon.co.uk) or contact Jon Scoltock for a paper copy)

## We are looking for a new Chief Marshal

Please contact someone from the management team if you are interested in taking on this role

## **Welcome to Spotlight...**

Welcome to the November edition of Spotlight. It seems that autumn has finally started to make its mark on East Anglia in the last couple of weeks but fear not, there is still plenty of motorsport to keep you warm. The 2018 calendar on page 5 seems to have grown substantially, so be sure to have a look and see if you can make it to any of the great events still to come this year. The hard-working organisers would, I am certain, appreciate any help you could offer on the organising/marshalling side, so don't be afraid to put on your thermals and get out there.

My own motorsport activities have been a bit limited in recent weeks, due to the reality of work and other less interesting things. However, I did get myself over to Wales for Rally GB in October, while my Escort stage rally car is now almost complete. I hope to make my competitive debut at an event in early 2019. Before that, I shall be putting on the high-vis (and several other layers) to marshal on "the one and only" Preston in December, so I hope to see a few of you there for what looks to be the final running of this legendary event.

I also want to say a quick thank you to everyone that has provided articles since I became editor. I've had more than I can fit in so far, which is why this issue features 20 pages! I'm also planning to put together a bumper December edition, which should include the first part in a series of articles that follow Richard Leggett's adventures on the HERO Classic Marathon, as well as some other great stories. Please keep the articles coming though – it's great to see what SCCoN members are up to.

In the meantime, I hope you enjoy this issue of Spotlight.

Until next time.

Jon Scoltock – Editor, Spotlight  
[Spotlight@SCCoN.co.uk](mailto:Spotlight@SCCoN.co.uk)

If you'd like to read more of my motorsport-based ramblings, you can find me on the below social media channels:



[www.Twitter.com/MaximumAttackDT](https://www.Twitter.com/MaximumAttackDT)



[www.Instagram.com/MaximumAttackRallying](https://www.Instagram.com/MaximumAttackRallying)

## **Some Sad News...**

Former SCCoN member, Kenny Kent has died aged ninety on 26th October 2018.

For most of his life, Kenny was a farmer who lived in Needham near Harleston and a few of the older members of SCCoN may remember his performances as a very skilled Autotest driver over many years.

His funeral service will be private, but a Service of Thanksgiving for Kenny's life will be held at St. Mary Magdalen Church, Pulham Market on Friday 16th November 2018, at 2.00 p.m.

SCCoN offers sincere condolences to Kenny's wife and family.



## November at a glance...

### 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 SCCoN club nights are currently held at the White Horse, Trowse, NR14 8ST. Any change in venue will be communicated through Spotlight or the SCCoN website. For directions, please refer to the map at the bottom of the page.

Please join us at 8pm at the **White Horse** on Thursday 15<sup>th</sup> November for a Natter & Noggin.

There will also be a table top rally running at the next club night. Contact Dave Bell or turn to page 8 for details.

### Diary Dates

Wednesday 7<sup>th</sup> November  
KL Nov 12 Car  
Kings Lynn DMC

Friday 16<sup>th</sup> November  
Autumn Leaves 12 Car  
Chelmsford Motor Club

Sunday 18<sup>th</sup> November  
Lyng Trial  
Sporting Car Club of Norfolk  
AMSC 2018 Trials Challenge

Friday 23<sup>rd</sup> November  
Waveney Mushrooms 12 Car  
Sporting Car Club of Norfolk  
2018/19 12 Car Championship

Saturday 24<sup>th</sup> November  
Club Officials Training Day  
Anglia Motorsport Club

### Marshalling

Marshal Points:

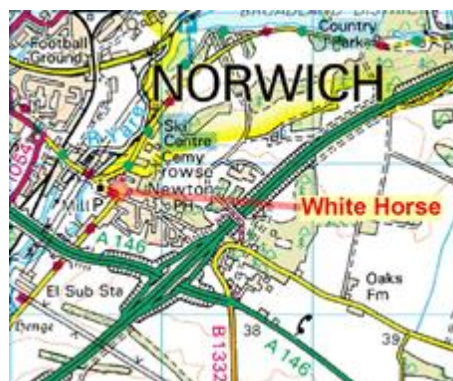
Sunday 18<sup>th</sup> November  
Lyng Car Trial

Saturday 24<sup>th</sup> November  
AMSC Officials Trailing

Friday 30<sup>th</sup> November  
Preston Rally Set-Up

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

The next club meeting will occur on Thursday 15<sup>th</sup> of November, at the [White Horse](#) in Trowse, NR14 8ST



2018 Dates	Event	Champ.	Contact(s)
Sunday 4 <sup>th</sup> November	Targa Rally	AMSC 2018 Targa Challenge	Chelmsford Motor Club
Thursday 15 <sup>th</sup> November	Club night/Table Top Rally		David Bell
Friday 16 <sup>th</sup> November	Autumn Leaves 12 Car	CMC Winter 12 Car Series 2018/19	Chelmsford Motor Club
Sunday 18 <sup>th</sup> November	Lyng Garage Car Trial	AMSC 2018 Trials Challenge	David Leckie
Friday 23 <sup>rd</sup> November	Waveney Mushrooms 12 Car	SCCoN 2018/19 12 Car Championship	David Mann/Robert Aldous
Saturday 24 <sup>th</sup> November	Officials Training Session		Martin Newson
Saturday 1 <sup>st</sup> December – Sunday 2 <sup>nd</sup> December	The Preston		Chelmsford Motor Club
Saturday 1 <sup>st</sup> December – Sunday 2 <sup>nd</sup> December	Rockingham Stages	AEMC 2018 Stage Rally Championship	Middlesex CAC
Wednesday 5 <sup>th</sup> December	KL Dec 12 Car		Kings Lynn DMC
Sunday 16 <sup>th</sup> December	Belchamp Walter Car Trial	AMSC 2018 Trials Challenge	West Suffolk Motorsport Club
Thursday 20 <sup>th</sup> December	Club night		
Saturday 29 <sup>th</sup> December	Targa Rally		Anglia Motorsport Club

For the latest information on upcoming club events, visit [www.sccon.co.uk/index.html](http://www.sccon.co.uk/index.html)



*"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](http://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.



**Almost a Works Mini!**

Sunday 16<sup>th</sup> September was Vintage Day in Wymondham town centre and I went along for a look. Among a wide variety of attractions, the Town Team had assembled a collection of classic cars that completely filled the Market Street car park. One of the cars on display was a light blue 1961 Austin Seven (Mini). It reminded me of my first car, also a '61 Austin Seven registered 713 PLG. Apart from being a slightly different shade of blue it was exactly the same with the starter button on the floor beside the handbrake and a brass tap on top of the engine that let hot water into the heater matrix.



When I bought my car from my Mum, it already had an extra interior mirror because I had taught her to drive in it. In 1970 I entered it in a 12-car rally that started in Clocaenog Forest, with my girlfriend navigating. The only rally preparation I made to the car was to remove its hubcaps to reveal the 10" x 3.5" cream-painted steel wheels. After the rally I discovered that driving along Welsh yellow roads in the snow had bent the low-mounted front number plate backwards, so I re-mounted the plate higher up, in front of the bumper. I'd also had slight contact with a grassy bank that knocked off one of the front bumper over-riders, so I took the other one off too. I only did one more 12-car and a few autotests in that Mini, but I used it a lot for spectating and marshalling on rallies in North Wales. So, I fitted up-rated shock absorbers and Dunlop SP44 knobbly tyres like most of the rally Minis were using at that time. Myself and three friends watched the 1971 RAC Rally in Penmachno Forest and it was memorable for two things: it rained incessantly, and Tony Fall had a big accident in his Datsun 240Z. When we got back to my car, we were all soaking wet and steaming! The Mini's recirculation-only heater was totally unable to demist the windscreen, so we put all our wet outer clothes in the boot and waited for about half an hour to get a little 'D' shape of clear screen that gave me just enough vision to drive slowly out of the forest. After that I bought a heated demister element that attached to the windscreen with suckers (and I still have it). Another modification I made was to add a small instrument panel below the central speedometer into which I fitted an oil pressure gauge and an ammeter.

Many years later I discovered the photos above. They show the motoring journalist Tommy Wisdom and Jack Hay, competing on the 1960 Monte Carlo Rally in a works-entered 850cc Austin Seven Mini. It was the first time that BMC entered Minis on the Monte and Tommy finished third Mini out of six and 55<sup>th</sup> overall out of 345 entries. The highest placed Mini was that of Peter Riley / Rev. Rupert Jones who finished 23<sup>rd</sup>. Apart from the fact that my rally tyres were SP44s and Tommy used studded Dunlop Duraband rally tyres, his works Mini had ALL the little modifications I'd made to my car and neither car was fitted with a sump-guard. OK, the works Minis had two demister elements versus my solitary one and were fitted with Perspex headlamp covers and spot-lamps that my car didn't have, but I had inadvertently built myself a close replica of a 'Works' Mini, even down to the correct shade of Speedwell Blue and I only realised this year!

619 AOG achieved only one more rally finish for BMC: a creditable 15<sup>th</sup> overall and 2<sup>nd</sup> in class on the 1960 Acropolis Rally. A lack of modesty leads me to add 713 PLG's rally results: 1<sup>st</sup> overall on its first 12-car rally and 2<sup>nd</sup> overall on its second 12-car, navigated by my very good friend (and 32-ton petrol tanker driver), the 18-stone Howie Campbell.

**Marshals Post**

The club currently has a vacancy for the position of Chief Marshal.

If you would like to apply for the post of Chief Marshal, please contact a member of the management team.

Until that position is filled please contact Martin Newson using the contact details at the bottom of the page for marshalling queries.

Below there are a lot of dates for events between now and the Christmas Holidays. I can furnish you with more details of all of them but, where possible, I have added names and contact details for the appropriate people.

As you can see, we have snuck-in an extra event between Christmas and the New Year to blow away the cobwebs of sitting around and eating too much over the festive season. This Targa is different to others, as we plan to have only 45 drivers, with no car sharing. With the short daylight hours at this time of year, we have a 6-hour window to deliver a good event to our entries, so please sign up to help us to see this our last event of 2018!

<i>Sunday 18<sup>th</sup> November 2018</i>	<b>Lyng Trial</b>	<i>Dave Leckie</i>
<i>Saturday 24<sup>th</sup> November 2018</i>	<b>AMSC Officials Training</b>	<i>See below</i>
<i>Friday 30<sup>th</sup> November 2018</i>	<b>Preston Rally Set-Up</b>	
<i>Saturday 1<sup>st</sup> – Sunday 2<sup>nd</sup> December 2018</i>	<b>Preston Rally</b>	<i>Luis Gutierrez Diaz (<a href="mailto:luisgutierrezdiaz@yahoo.es">luisgutierrezdiaz@yahoo.es</a>)</i>
<i>Saturday 1<sup>st</sup> – Sunday 2<sup>nd</sup> December 2018</i>	<b>Rockingham Stages</b>	<a href="mailto:marshals@rockinghamstages.co.uk">marshals@rockinghamstages.co.uk</a> <a href="mailto:entries@rockinghamstages.co.uk">entries@rockinghamstages.co.uk</a>
<i>Saturday 29<sup>th</sup> December 2018</i>	<b>Stanta Targa</b>	
<i>Sunday 16<sup>th</sup> February 2019</i>	<b>Snetterton Rally</b>	

**Officials Training** – Anglia Motor Sport Club are running an Officials training session at Horringer on Saturday November 24<sup>th</sup>, starting at 11am. The day is designed for EVERYONE who is an EVENT OFFICIAL, currently or who would like to get in to event management in the future. If you are interested in learning more skills and taking on more responsibilities, this is a great opportunity. Please contact Martin for more information on how to get involved.

Thank you for your continued support.

You can contact Martin on 01502 716280 or by emailing [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

Further information is available on the Marshalling page of the SCCoN website: [www.scon.co.uk/html/marshalling/marshal.html](http://www.scon.co.uk/html/marshalling/marshal.html)

## **November Natter & Noggin**

### **Easy Peasy Table Top Rally**

Thursday 15<sup>th</sup> November



### **Round 6 of the 2018 Clubmans Championship**

Back by popular demand  
(or possibly not)

Plea for entries

White Horse, Trowse

7:30 for an 8:00 start

Entry free

Map 134 (Revised July 2012) D3

Regs and online entry form available on the event web page on the club website or contact David Bell on 01603 720 871 or [percy@sccon.co.uk](mailto:percy@sccon.co.uk)

If there is enough interest the route cards for the Experts will be slightly more 'challenging'

### **Are You Claiming Your Marshal Scores?**

Dave Bell has asked for all of you to ensure that you are claiming your marshalling points, especially if you were involved with the following events this year: Brands Hatch Winter Stages (Jan - CMC), Snetterton Stages (Feb - AMSC), Clacton Stages (Apr – CMC), Cromer Soapbox Derby (SCCoN), Wethersfield Stages (Sep - CMC), Midsummer Classic (Jun - SCCoN), East Anglian Classic (Jun - CMC) or any other event marshalled on as SCCoNies.

**Please ensure you claim your points so you don't miss out on the chance to win an award!**



## Anglia Motor Sport Club

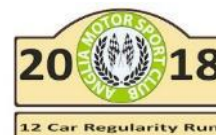


## 2018 AMSC Targa Challenge



Round	Date	Venue	Organising Club
4	4 <sup>th</sup> November	Wethersfield	CMC

## 2018 AMSC 12 Car Regularity Run Challenge



Round	Date	Venue	Organising Club
3	POSTPONED	Suffolk	ECMC / AMSC

## 2018 / 2019 AMSC Trials Challenge



Round	Date	Venue	Organising Club
3	18 <sup>th</sup> November 2018	Lyng	SCCoN
4	16 <sup>th</sup> December 2018	Belchamp Walter	WSMC
5	1 <sup>st</sup> January 2019	Seckford Hall	ECMC
6	20 <sup>th</sup> January 2019	Harlton	CCC
7	10 <sup>th</sup> February 2019	Holbecks Park	WSMC
8	17 <sup>th</sup> March 2019	Wattisfield	WSMC
9	14 <sup>th</sup> April 2019	Ivinghoe Aston	FMC

**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

**SCCoN AMSC Event:  
Lyng Garage Car Trial – Sunday 18<sup>th</sup> November**



**Round 3 of the AMSC 2018 / 2019 Trial Challenge**

**Plea for marshals**

The club is very fortunate to have access to an ideal Car Trial (aka Production Car Trial) venue

The discipline is a bit of a minority sport with very few club members actively competing, but it is an opportunity to showcase the club

Marshals are desperately needed, no experience necessary, as can be seen from the photo, all you are required to do is stand and observe how far up a hill a car can get

It will be cold, windy, wet and muddy

If you would like to help, please register using the online Marshal Registration Form on the event web page on the club website or contact David Leckie (07875 885 576) or David Bell (01603 720 871)

## **FIRST AID TRAINING COURSE**

For some SCCoN events, an on-site First Aider is either essential or is recommended. A few years ago, we had an excellent training course at Burstall, but it is no longer available to us. SCCoN is intending to arrange a new training course for Emergency First Aid on a Saturday or Sunday in January or February next year and Andrew Lawson has kindly researched a number of potential providers. Some providers issue certificates at the end of their courses and some don't, though a certificate is not a requirement for SCCoN events. We need an estimate of the number of attendees in order to book the most cost-effective course. So, if you are interested in attending, please give Peter Riddle a ring on 01953 601174 to register your interest and whether you would prefer a course that issues certificates.



## **SCCoN Window Stickers**

A limited number of SCCoN window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker  
measuring 195mm x 80mm.

Please email Mike Smith at [mikey.j.smith@btopenworld.com](mailto:mikey.j.smith@btopenworld.com) if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that, if there is sufficient demand, more can be printed.

## Event Report – Ben & Steve’s 12 Car

Bit of background first; having supposedly taken a step back from night events following an unexpected flying lesson, resulting in a long spell on the naughty step, a third event in 8 days was possibly not the ideal way to win some brownie points from the social secretary, but so far so good.

The previous Saturday was spent navigating Hugh around the Cheshire lanes on the latest HRCR round, a daylight event made up of regularities and tests. Regularities are still a bit of a mystery to me,



**Hugh, me and the Peugeot**  
(keep off the grass in the roadbook)

results for 2018 have been 19<sup>th</sup> o/a (Hughes Rally), 30<sup>th</sup> o/a (East Anglian Classic), 20<sup>th</sup> o/a (Ross Traders), 30<sup>th</sup> o/a and 51<sup>st</sup> o/a (Tour of Cheshire). We are getting better, but the results disagree. I thought we did OK in Cheshire, but the results were rather spoilt by two stupid errors by me, a very mysterious wrong test and possibly a world record as we managed to accumulate a penalty of 7 minutes and 29 seconds in just 2.5 miles of off-road regularity around the Cheshire Showground, just confirms when things are going well it is all easy-peasy but when it goes wrong, Armageddon! The third member of the team is a Peugeot 205 GT of 1984 vintage, just sneaking in as a Class 4 historic. Unfortunately, following one or two decent NatB road rally results in a previous life, we run as Masters – bit of a giggle this as we must be some of the least experienced Masters, ever!

Wednesday and an evening with Hugh and the Peugeot, 60 miles on map 143 for the KLDMC October Clubnight 12 car. KLDMC navigation has always been a challenge, Wednesday was an improvement and after a shaky start, things got better and a first for me; zero fails and zero minutes. Admittedly we just squeaked into a couple of controls into our minute, but there was also the luxury of arriving early at others. Starting and finishing at the village hall in Runcton Holme, the route followed an anti-clockwise-ish loop covering most of the usual road on the NE quarter of 143, although there were a couple of twists. Eight hand-outs covering nine controls; coded grid square departs; strings of squashed together numbers - grid lines, spot heights and a 6-figure grid reference; grid line crossings (first sneaky bit); map features (second sneaky bit); circular herringbone (hardest section by far – no start point – all roads - 54 junctions); roman numeral spot heights; squashed road junction colours; clock face junction approach and departs. And the sneaky bits; the grid line crossings featured an unexpected route through Stoke Ferry, the map features included a rather interesting interpretation of passing through two + (church) symbols in Oxborough and the herringbone took us through many unexpected places. I thought the navigation was very fair, for a KLDMC event, the herringbone was meant to be the decider with an intermediate control located early doors, but a marshal no show knocked that one on the head. All good fun, 11 entries split across 4 classes, organised by Paul and Ed Haylock.

Now for the main event, after a successful toe dip last year, Ben and Steve (plus team) were back with a slightly more ambitious event offering 80 miles of some of the more challenging Suffolk lanes lurking on map 155. The entry was very disappointing, I had expected to see more support from the other AMSC clubs, especially with the potential of a 2019 AMSC 20 / 20 inter club challenge on the cards, it would have been an ideal opportunity for lesser experienced crews to get in some practice. It would also have been good to support the initiative of two new organisers from a club not recently associated with road rallying. I know it ran on the same weekend as the Welsh 12 car, but come on, support your local grass roots motorsport initiatives. There is a lot of work required to put on a 12 car, you must organise one to really appreciate how much. It is not rocket science, just very time consuming – the one important reassuring thing to remember is that it does get easier!



For this one it was to be another Peugeot – a 306 GTi-6 variant – and a different driver, John. Only 8 entries and, with reverse seeding, we ran at car 8. I'm sure the entry list will be listed elsewhere. Starting from Horringer Village Hall, first car away at 7:31, finishing at The Six Bells PH (not too far from the start), with 80 miles of lanes and 10 controls in between. Three classes for the 8 entries, 2 Novices (60 minutes pre-plot), 3 Intermediates (100% plot and bash) and 3 Experts (100% plot and bash). I have a feeling that the Intermediate envelopes contained a mix of Novice and Expert navigation. The navigation did throw up one or two unexpected challenges, but they can't have been too challenging as we made it round with very few dramas, and the dramas we had were all self-inflicted.

Section 1, Horringer to Rede, was probably the most unintentionally challenging, prefer to find a nice straight forward card for the first section, always seems to make the rest of the night more enjoyable. First up the Experts had a grid of ones and blanks representing 5 coded (binary) spot heights, an avoid reference and a seemingly unrelated to anything reference. Spot heights were fine, although the 4<sup>th</sup> one took a bit of locating on the map. The avoid was fine, but the significance of the 'extra' reference eluded me until much later. As it turned out, this section sorted out the top step of the podium; read on. Once the navigation is sorted, it is usual to give the driver an idea of how long and how far to the control.



**John, me and the Peugeot  
Preston**

We hadn't really had any delays on the section, apart from quite heavy traffic on the A143 and a couple of slow locals on the loop through Chedburgh, but John was less than impressed with the '4 miles to go and we're already late' while following the local into Chedburgh. The timed distance between TC1 and TC2 was 13 minutes but it must have been measured with a seriously stretchy piece of string. Let's just say that everyone dropped between 6 and 13 minutes. Well, there was one exception, Robert and David cleaned the section, but only because the navigation beat them, and they did a best guess based on the distance and the two references, missing out a 4-mile loop. Eventually dropped 7 minutes. Not a good start.

Things did not improve on the next section, Rede to Boxted. A string of numbers, a couple of LWRs and a rather cryptic 'Get Wet' embedded in the string. The numbers were fine, concatenated clock face approach and departs at junctions, however I was undone by a church in Hawkedon, my aging peepers missed a junction, sending us well off-piste SE of Hawkedon, rather than the intended SW. The detour cost us another 8 minutes, 15 minutes down after 2 sections did not bode well for the rest of the night.

Section 3, Boxted to Alpheton, and a string of two-digit numbers, an LWR and another 'extra' grid reference. Had to think but the penny had dropped by the first junction – simple grid line crossings coded by flipping the digits. Plotted the extra reference for this one, indicating a white lay by was to be visited (why-oh-why had I not paid more attention to the 'extra' reference and read all the information on the first route card?). Also confused by the approach to TC4 but, as it turned out, the location of the control was obvious. I must offer my apologies to the marshals at TC4, they were correct, and I was just well-confused!

Section 4, Alpheton to Brent Eleigh, straight forward string of seven spot heights and an LWR. Section highlight was an encounter with an inquisitive local out in his jim-jams and slippers waving a torch, not particularly aggressively, but certainly brightened up our evening.

Section 5. Brent Eleigh to Kettlebaston, a string of road colour junction (aka as big Yellow lorry little yellow lorry Green lorry), very straight forward when spaced out, a right pain in the b\*tt\*m when strung together and 5 LWRs. The second of the unintentionally challenging sections, a couple of typos and a possible mis-interpretation of the definition of a No Through Road (NTR). Cleaned this one, but more by good luck than skill, boards on the LWRs keeping me on the right track. And cannot not mention the bridge in Chelsworth, tight squeeze for a pair of portly gents! Things were looking much better, still only 15 minutes dropped and loads of boards on the card.

Section 6, Kettlebaston to Thorpe Green, a string of names, cross GL56 x four and two LWRs (plus a surprise bonus LWR). Not a personal favourite of mine, once I had worked out the names were Fm to be passed. Always the niggle about where the Fm is located, and a section that John will remember 'fondly'. The first junction was OK but then there was a need to park up to play hunt the Fm. John took the opportunity for a 'comfort break' – all I will say is dark, dyke and stinging nettles, the rest left to the imagination, the result requiring some explaining to his nearest and dearest. We were always going to drop time on this section, but a loop without a board prompted an investigation of a slightly longer loop, just in case, adding another 8 minutes to the scores on the doors, still not too concerned as most of the time loss was my own fault, just needed to cut out the mistakes on the final 3 sections.

Section 7, Thorpe Green to Bradfield Woods, tulips and four LWRs. The third unintentionally 'very' challenging section. Expert tulips were out of order, some numbered, all neutered and one or two un-arrowed. As it was, that is quite tricky, up against the clock the plot and bash does require a certain amount of 'educated' guesswork. I was nearly undone by a missing tulip in the maze of roads through Felsham. Fortunately a board stopped a potentially disastrous wrong slot. Happy to get away with just the 1 minute on this one.

Section 8, Bradfield Woods to Rougham, two avoid references. Not sure what it is about me and grid references, but I managed to plot one of the avoids 'half a square out' but no serious harm.

Section 9, Rougham to Horringer, circular herringbone and one very sneaky LWR. Circular herringbones are not too bad once the start point is located, Met Paul and Ian on this section, several times, a big thank you for letting us pass as we made wrong slot after wrong slot.

On to the finish for feeding and watering while Ben worked the results abacus. My query about how many boards was answered by a look at the master, well we had the correct number of boards (43) but what was this manned PC on the first section, penny dropped, as the significance of the 'extra' reference was revealed. Well done to Robert and David for o/a victory, as always lady luck can make all the difference. Also, well done to both the Novices for getting around without going OTL, Garth and Michael just dropping the 6 minutes on the first section and then correctly making use of the three two-minute make-ups to finish on their scheduled minute with just the three boards missed.

Well done to Ben and Steve and their team. It isn't easy, but I hope you haven't been put off. As I said earlier, it does get easier, but will always be time consuming. Thank you to the marshals, it started off quite wet, but I think it faired up, difficult to remember as it is usually toasty in the car.

John and David, car 8

## Ben & Steve's 12 Car - Results

Car	Class	Driver	Club	Navigator	Club	Car	Fails	Mins	o/a
6	Expert	Robert Aldous	SCCoN	David Mann	SCCoN	Ford Fiesta	1	12	1
8	Expert	John Peterson	ECMC	David Bell	ECMC	Peugeot 306 GTi-6	1	24	2
2	Novice	Garth Collier	SCCoN	Michael Collier	SCCoN	Renault Clio	3	6	3
4	Intermediate	Paul Hernamen	WSMC	Ian Doble	KLDMC	Porsche 911	3	30	4
3	Intermediate	Jim Drake	CMC	Graham Robinson	CMC	MG ZR	5	37	5
1	Novice	Matthew Mantle	KLDMC SCCoN WSMC	Diane Mantle	KLDMC SCCoN WSMC	Peugeot 106	6	40	6
5	Intermediate	Tony Burchnall	ECMC	John Conboy	ECMC	Ford Fiesta	9	37	7
7	Expert	George Hendry	CMC WSMC	Ray Crowther	CMC	VW Golf	12	18	8



The **Association of Eastern Motor Clubs** is one of thirteen Regional Associations created by the Motor Sports Association for the purpose of co-ordinating motor sport affairs in their respective areas and to act as a link between the **Motor Sports Association** and Motor Clubs.

I assume that all club members are aware that Sporting Car Club of Norfolk is a member of the AEMC. The AEMC has a very informative and useful but poorly supported website. Recently there has been a debate about how to avoid date clashes for events organised by local clubs. Theoretically the AEMC website is the place to go to check dates, unfortunately this relies on the member clubs providing the AEMC webmaster with up to date information. If it was an end of year school report the comment against the club would be 'must try harder'.

## Event Report – P & H Novice 12 Car – Friday 26th October 2018

By Dave Bell

o/a	Car	Class	Driver	Navigator	Fails	Mins	Class
<b>1</b>	<b>11</b>	<b>B</b>	<b>Jon Bray</b>	<b>Tony Hewitt</b>	-	<b>2</b>	-
<b>2</b>	<b>5</b>	<b>N</b>	<b>Garth Collier</b>	<b>Michael Collier</b>	-	<b>2</b>	<b>1<sup>st</sup></b>
<b>3</b>	<b>8</b>	<b>N</b>	<b>Matthew Mantle</b>	<b>Colin Mantle</b>	-	<b>4</b>	<b>2<sup>nd</sup></b>
<b>4</b>	<b>9</b>	<b>N</b>	<b>Bradley Howlett</b>	<b>Simon Howlett</b>	-	<b>7</b>	<b>3<sup>rd</sup></b>
<b>5</b>	<b>4</b>	<b>N</b>	<b>Paul Brunton</b>	<b>Nick Wale</b>	-	<b>8</b>	<b>4<sup>th</sup></b>
<b>6</b>	<b>10</b>	<b>B</b>	<b>Gordon Shipley</b>	<b>Ben Rivett</b>	-	<b>11</b>	<b>1<sup>st</sup></b>
<b>7</b>	<b>3</b>	<b>N</b>	<b>Mick Beauchamp</b>	<b>Len Fletcher</b>	<b>2</b>	<b>2</b>	<b>5<sup>th</sup></b>
<b>8</b>	<b>7</b>	<b>N</b>	<b>Alan Kirkham</b>	<b>Ian Humphrey</b>	<b>2</b>	<b>29</b>	<b>6<sup>th</sup></b>
<b>9</b>	<b>2</b>	<b>N</b>	<b>Ben Cutting</b>	<b>Nick Rush</b>	<b>2</b>	<b>38</b>	<b>7<sup>th</sup></b>

<b>u/c</b>	<b>1</b>	<b>E</b>	<b>John Peterson</b>	<b>Peter Riddle</b>	-	<b>11</b>	<b>1</b>
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Ten entries: ten starters: ten finishers. Organised by Davids L and B. Sponsored by long-time supporters, Pat and Henry Fairhead. Marshalled by: Set up: Davids L and B; Scrutineer: David L; Documentation: David B; MTC1: David B; TC2: Matthew, Alison, James and Krista; TC3: Dale and Andrew; TC4: David L; TC5/6: David M and Julie; NTC7: Paul; TC8: Matthew, Alison, James and Krista; TC9: David B; Course Closer 1: David B; Course Closer 2: Dale and Andrew; Course Closer 3: David L; Results: David B; Refreshments: Pat.

A wet and windy night made it hard work for the marshals. Close battles down the leader board, Jon and Tony coming out on the top step, tied with Garth and Michael on 2 minutes dropped but taking the spoils on furthest cleanest. Car problems for Bradley and Simon and Alan and Ian cost them time. Probably the highlight of the night would have been the sight of Ian out in the rain pushing Alan's Rover for a bump start!

Slightly different rules for the P & H, only Novices and Beginners can win the event although Championship points are awarded on overall finishing position for everyone.



## ***Event Report(s!): P & H Novice 12 Car – Friday 26th October 2018***

Paul Doodson and Alan Kirkham kindly sent in their own reports from the rally, which definitely deserve a mention. It's great to read about how individual crews have got on during an event, or the experiences of our dedicated marshals, so feel free to send in your own reports for inclusion in Spotlight.

### ***View from the Roadside***

***By Paul Doodson***

Well here I am again, sitting in a cold dark lane, in the rain waiting for the first crew to arrive at my control for their expected time.

This evening, 26<sup>th</sup> October, is the first round in the series of 12 Car events. This one, being just for novices/beginners, was organised superbly, as always, by David's B and L. One usually gets an expert or two entered, so they can "show off" their skills. This year was no exception and, although they started first on the road, they did not get to me first. It was one of the novices I am pleased to say. I received a phone call from Dave Bell telling me that car 2 had not arrived at the first control after the start!! But, they did get to me, but very late.

My control was down this dark and wet road, not over-frequented by the natives. Luckily enough, the good people of RAF Neatishead had left a security light on for me (I doubt it) and this did make life a bit easier, as there was no other light.

All the cars arrived, some with time to spare, so I was able to have a quick chat with the crews. I feel at this moment, it is appropriate for me to thank Tony Hewitt for allowing me to warm my hands on his neck and back! Read into that what you will folks, but I expect we will still be talking to each other at future events!! Some 20-or-so minutes before my closing time, the course closing car, in the shape of the family firm of Father and Son Lawson, arrived and, while we chatted, they told me about their plans for the Preston. After they departed, it was a quick journey back to the finish.

I do hope all the competitors enjoyed themselves, as I would hate to think I had wasted my time, getting wet and cold, if they hadn't. The next 12 car event is the Waveney Mushroom on 23<sup>rd</sup> November, as organised by David Mann.

See you all then,

Paul

### ***Spooky Goings On...***

***By Alan Kirkham***

Sometimes one sees things on a rally that will stay with you for a while.

So, I arrived at the start point for the P&H 12 car. I was little late but there was the Humph Meister busily trying to plot David's route for the night. I went to the bar and brought us both a coffee and, while I sat with him, I immediately found my role in this process. I was to be his standard lamp, holding a torch as my trusted partner's eyes were not what they were – should I be worried?

I sat in silence while H.M. plotted, all the time muttering under his breath about the good old days when we just had map references, not all this clever stuff of grid lines, spot heights tulips etc. I'd thought he was friends with David but maybe I had that wrong.

Plot, re-plot, pencil line, followed by rubbing out, followed by plot and rubbing out. The Humph Meister went through more rubbers than a sailor on a night out in the wrong end of Portsmouth.

Eventually, we had a rough approximate version of the route David had planned and we set off to strap ourselves into the car. Sadly, the central locking strap was somewhat short, so we spent a while delving into the H.M.'s crutch – not something I want to relive soon.

Immediately the theme of the night emerged; my lights were rubbish. I should have prepared the car better and all-in-all life was hardly worth living. I thought good navigators didn't need to look out of the window and just followed the route on the map, but it didn't seem wise to express that thought at the time.

First few stages went well; we arrived at the first control early and the second one very late. This was puzzling as my driving was, without boasting, a master class of consistent and precise rally driving.

And then disaster struck!! Some random car came down the stage in an opposite direction and refused to back up and get out of my way, no consideration some people. Sadly, I stalled and then, horror of horrors, the starter motor refused to work. Try and try, panic on, panic on, we were stuck.

Fortunately, two other competitors passed us and we signed our need for a push and, happily (we thought), both slowed down and then cheerfully waved as they went past us. Curiously, both tried to tell us how much time we were losing; the first by raising one finger, the second two. Both were wrong – we actually lost about ten.

The H.M jumped out the car and pushed us, we started on and off we drove. As we were back in the groove, we rounded a corner only to find a deer crossing our path, I braked and slowed down, but I am sure I heard the H.M mutter about how much he liked venison.

The rest of the rally passed without incident but, on our return, we were horrified to find that Davis had put two code boards somewhere off route and so we had missed them. Strangely a couple of other competitors must have fortunately (for them) gone off route and found them.

So, the end result of the broken starter motor and the misplaced code boards meant we dropped down the running order. Never has the phrase "We was robbed" been more appropriate.

Anyway, as soon as the next rally was announced, the H.M found an excuse to not take part, so I am short of a navigator. Any one fancy winning the November rally with me?

Oh, and the sight that stays with one? Humph pushing my car backwards – face in the windscreen – Halloween was alive and well in a dark and deserted lane somewhere in the wilds of North Norfolk.

Alan

## 2018 / 2019 12 Car Championship Calendar

Round 2 <b>Waveney Mushrooms</b>	<b>Fri 23<sup>rd</sup> Nov 2018</b>	<b>David Mann &amp; Robert Aldous</b>
Round 3 <b>B &amp; H</b>	<b>Fri 25<sup>th</sup> Jan 2019</b>	<b>Howard Joynt &amp; Bernie Fox</b>
Round 4 <b>Canada Garage Motorsport</b>	<b>Fri 22<sup>nd</sup> Feb 2019</b>	<b>Mark &amp; Lorraine Annison</b>
Round 5 <b>Lyng Garage</b>	<b>Fri 29<sup>th</sup> Mar 2019</b>	<b>Jonathan Stimpson &amp; Rob Kitchen</b>

### 2018 / 2019 12 Car Championship Tables (after round 1)

<b>Overall</b>			
<b>Driver</b>		<b>Navigator</b>	
Jon Bray	12	Tony Hewitt	12
Garth Collier	11	Michael Collier	11
Matthew Mantle	10	Colin Mantle	10
Bradley Howlett	9	Simon Howlett	9
Paul Brunton	8	Nick Wale	8
Gordon Shipley	7	Ben Rivett	7
John Peterson	6	Peter Riddle	6
Mick Beauchamp	5	Len Fletcher	5
Alan Kirkham	4	Ian Humphrey	4
Ben Cutting	3	Nick Rush	3

<b>Expert</b>			
<b>Driver</b>		<b>Navigator</b>	
John Peterson	7	Peter Riddle	7

<b>Novice</b>			
<b>Driver</b>		<b>Navigator</b>	
Jon Bray	7	Tony Hewitt	7
Garth Collier	6	Michael Collier	6
Matthew Mantle	5	Colin Mantle	5
Bradley Howlett	4	Simon Howlett	4
Paul Brunton		Nick Wale	
Gordon Shipley		Ben Rivett	
Mick Beauchamp		Len Fletcher	
Alan Kirkham		Ian Humphrey	
Ben Cutting		Nick Rush	



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