

SCCoN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2020



Mike Smith at the SCCoN Snetterton AutoSOLO, March 2020

(Photo courtesy of Matthew Hodder)



www.instagram.com/SportingCarClubofNorfolk



www.twitter.com/SCCoNorfolk

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Editor

Jon Scoltock

Spotlight articles should be emailed to:
Spotlight@SCCoN.co.uk

or posted to:
Spotlight
2A Black Street
Martham
Great Yarmouth
NR29 4PN

Contacts

David Mann

Management Team

President	David Mann
Chairman	Mark Annison 01263 513052
Vice Chairman	Andrew Lawson
Club Secretary	Peter Riddle clubsecretary@sccon.co.uk 01953 601174
Treasurer	David Leckie treasurer@sccon.co.uk 01603 893294
Chief Marshal	Martin Newson cjnewson32@yahoo.co.uk 01502 716280
Competition Secretary	Mike Smith compsecretary@sccon.co.uk 01603 412053
Social Secretary	Howard Joynt howardjoynt@googlemail.com 07917 060052
Membership Secretary	Alan Kirkham membership@sccon.co.uk 07530 231722
Spotlight Distribution	Alan Kirkham spotlight@sccon.co.uk 07530 231722
Child Protection	Christine Newson cjnewson32@yahoo.co.uk
Company Secretary	David Leckie 01603 893294
Committee Members	Mike Lambert Dale Lawson Martin Newson

Downloads available:

(via www.sccon.co.uk or contact Jon Scoltock for a paper copy)

**If you have a story you would like to submit for
spotlight, please email Spotlight@SCCoN.co.uk**

Welcome to Spotlight...

Welcome to the August edition of Spotlight. The weirdness in the world continues! Thankfully, while COVID-19 continues to make life difficult for many of us, I am pleased to be able to tell you that SCCoN is now back to distracting you from the drudgery of everyday life! Our first competitive event since March has been scheduled for September 26th, and we kick-off with a grass PCA at Snetterton. It's great news that we're getting back to running events, so I hope that many of you will join us. If you are interested in competing or marshalling, please get in touch with Howard Joynt to register your interest.

Outside of what SCCoN are doing, events are now beginning to run across the UK, so take a look at the calendar in this issue to get a taste of what is coming. Due to the changing nature of the situation in respect of the pandemic, some of these dates may still be subject to change, but we will do our best to keep you up-to-date, and I would encourage all of you to follow SCCoN and all the other region's clubs on Facebook, Twitter and Instagram – but you're all doing that already, right?! Just in case you're not, I have included a social media links page at the back of this issue, so you can easily find each club and their online outlets.

I would, once again, like to take this opportunity to thank Peter and Paul for their contributions to Spotlight in recent months, and to Dave Bell for his efforts with running virtual events. Spotlight is much harder to put together without help from members, so any contributions are greatly appreciated – hint hint to the rest of you 😊

Back in the real world, I'm still(!) on furlough, but about to be made redundant unfortunately, so I am just the latest in what I suspect is going to be a very long line of people that are impacted by the ongoing pandemic. I hope that you're all staying safe during this difficult time. I've been distracting myself with some online learning, as well as tinkering with the Clio, so it's not all bad! I'm also putting a bit more effort into my social media content so, if you want to hear me prattling on about rallying, please check out my Instagram profile by following the link below.

The sun has been shining a lot in the last couple of weeks, so hopefully it will continue to do so as we finally get out and enjoy some events. Hopefully I'll get to see some of you soon!

Until next time...

Jon Scoltock – Editor, Spotlight
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



www.Instagram.com/MaximumAttackRallying

The Month Ahead...

Social Events

Howard – Social Secretary:

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

Diary Dates

Snetterton PCA
Saturday 26th September

Marshalling

Marshal Points:
Snetterton PCA
Saturday 26th September

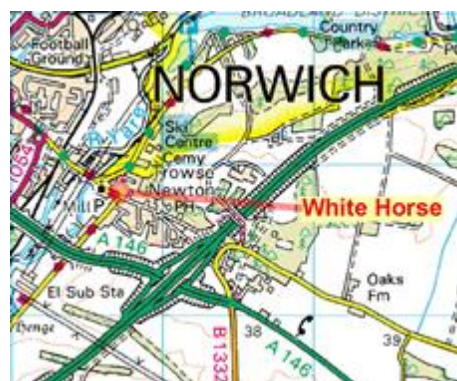
Club Nights

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.

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

Due to the ongoing COVID-19 situation, we have had to cancel our club nights for now. As soon as they are back up and running, we will let you know!

The date for the next club meeting will be announced as soon as possible, so stay tuned!



2020 Dates	Event	Champ.	Contact(s)
PLEASE NOTE THAT, DUE TO THE ONGOING COVID-19 SITUATION, THE DATES BELOW ARE SUBJECT TO CHANGE			
Sunday 6 th September	Debden AutoSOLO/Auto Test		AMSC
Thursday 17 th September	Club Night		
Friday 25 th September	Priestly 12-Car		AMSC/Chelmsford MC
Saturday 26 th September	Snetterton Grass PCA		Howard Joynt
Sunday 27 th September	Wethersfield AutoSOLO		
Sunday 11th October	Stanta AutoSOLO		
Thursday 15 th October	Club Night		
Sunday 18 th October	Rix Engineering Wethersfield Stages		AMSC
Friday 30 th October	12-Car		
Sunday 1 st November	Bonfire Targa		Chelmsford MC
Sunday 8 th November	Debden AutoSOLO		WSMC
Sunday 15 th November	Trial		David Leckie
Thursday 19 th November	Club Night		
Friday 20 th November	Lyng Garage 12-Car		
Friday 27 th November	12-Car		
Saturday 5 th December – Sunday 6 th December	The Preston		Chelmsford MC

For the latest information on upcoming club events, visit www.scon.co.uk/index.html

Federation of British Historic Vehicle Clubs Survey 2020

The Federation of British Historic Vehicle Clubs are running a survey of historic vehicles.

The survey takes place every five years but has been brought forward one year due to the COVID-19 outbreak. It is designed to catalogue the ownership and use of historic vehicles (over 30-years old) in order to assess the impact this sector has on the economy.

You can find the survey here: https://www.fbhvc.co.uk/2020-enthusiast-survey?utm_medium=email&utm_source=sharpspring&sslid=MzMxNTSysLQ0t7A0AAA&sseid=MzKwMLU0M7EwMAIA&jobid=dac752ba-3295-4bbb-bdf1-466ea270613c

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 if you would like one.

Payment by Paypal, cash or cheque thanks.

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



*"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 15 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.



SCCoN Club Clothing

Ali Hodder has very kindly arranged for a new line of club clothing to be produced.

With our nice new club leaflets and recent efforts to increase SCCoN's promotional activities, these are a great addition and perfect for making yourself stand out to other members at events!

These are being produced by EZY-TEES, based in Martham, near Great Yarmouth. They are able to provide a full range of clothing items, including:

T-shirts
Sweatshirts
Hoodies
Zip-up hoodies
Polo shirts

There are a couple of examples below:



Ali is handling any orders for these so, for full price information, drop her a line at Alison.Hodder@yahoo.co.uk

Event Report: Percy Pig July Table-Top Rally

Results

	Class	Total	Tie Break	Section 1	Section 2	Section 3	Section 4	Section 5
Barry	B	0	0	0	0	0	0	0
Barry	N	16	198	3	5	0	5	3
Barry	E	6	2	1	3	0	0	2
Dave	E	0	0	0	0	0	0	0
Dick	E	2	52	0	0	0	0	2
John	B	0	0	0	0	0	0	0
John	N	25	-	3	0	2	10	10
Nick	N	31	-	5	4	6	6	10
Shaun	B	5	-	0	0	1	1	3
Tony	B	2	-	0	1	1	0	0
Tony	N	10	-	0	4	2	2	2
Tony	E	7	-	0	6	0	0	1

Inter-Club Support Ranking

(just to fill up a bit of space)

Club	April	May	June	July	Total
WSMC	4	6	6	6	22
ECMC	6	5	3	5	19
Unattached	1	1	1	1	4
CMC	2				2
SCCoN	1				1

Summary 10 – 8 – 6 - 5 – 4 – 3 – 2 - 1



		1	2	3	4	Tot
Beginner	Barry	10	10	10	10	40
	John	8	8	8	10	34
	Tony	5	5	6	6	22
	Nick	6	6			12
	Sean				5	5
Novice	Tony	6	8	10	10	34
	Barry		10	6	8	24
	Nick	8	6		5	19
	Lucy	10				10
	John				6	6
Expert	Dave	10	10	10	10	40
	Dick	4	8	8	8	28
	Tony	2	4	5	6	17
	Barry		5	6	5	16
	Matthew & Diane	5	6			11
	Peter	10				10
	Lucy	8				8
Nick	3				3	

Roll-Over Protection Systems (or ROPS for short)!

by Peter Riddle



Crash damaged Lamborghini Huracan Performante Spyder in Yorkshire in June 2020

If you look at news stories on the internet, you may have seen this photo of a Lamborghini that suffered severe rear end damage just 20 minutes after it was purchased. Apparently, the brand-new Lambo came to a halt on the M1 motorway due to an unspecified malfunction and the car was then rear-ended by a van. Microsoft News said, "an innocent motorist was behind the wheel of the van". Well he's not very innocent in my eyes, 'cos his own clearly weren't working when he piled into the stationary supercar. He should have been watching what was unfolding on the road ahead! It proves yet again that you can't trust what you read on the internet. But the vertical posts at the back of the soft top caught my attention and I decided they must be a form of roll-over protection.

So, I thought I'd look at some of the developments in roll-over protection over the years. Before I'd even reached teenage years, I started to think that Formula One designers must be a bit mad...



These photos show a Formula 1 Lotus driven by Stirling Moss and a Ferrari driven by John Surtees, both at Monte Carlo in the early 1960s. Even as a ten-year old boy I used to think how stupid the roll hoops were when they didn't even go as high as the top of the drivers' helmets. Nowadays I'd also be critical of their puny tube diameter and the lack of any fore-aft bracing. Who were the clots who thought they were OK? To be fair to F1's rule makers and designers, they have massively improved

the safety of F1 cars over the intervening years, to reach the exceptionally high levels of driver protection afforded by today's Grand Prix cars.

As an adjunct to the roll bar issue and how safety has changed in F1: at the Watkins Glen GP in 1969, Graham Hill fell out of his cart-wheeling car mid-accident, breaking both his legs. He had previously got out of his car to push-start it after he'd spun on some oil dropped by another competitor and he couldn't do up his seat belts unaided, so he wasn't wearing them at the time of his accident that was caused by a tyre failure. Some people pointed to crashes like Hill's to justify why seat belts weren't advisable in F1, and it wasn't until 1972, after a vociferous campaign by Jackie Stewart (who'd worn them since 1967), that seat belts were made mandatory for Grand Prix cars.

Road accidents in which a vehicle rolls over are thankfully very rare, but as speeds increased in motor racing and rallying during the 1960's, roll-overs became more frequent. The great Swedish rally driver Eric Carlsson was nicknamed 'Carlsson på taket' (or 'Carlsson on the roof') because he rolled his Saabs so often. At that time, works Saabs didn't have roll cages, but their roofs were so strong that Eric could usually continue in the rally after a roll and often with very little loss of time. It wasn't until the late 1960s that works teams started to fit simple roll cages consisting of a main hoop at the B-pillars, usually with a single bracing bar to the rear parcel shelf. Paddy Hopkirk must have wished he had one for the 1966 Circuit of Ireland; he and Terry Harryman were leading in one of the first works Mini Coopers to be fitted with Hydrolastic suspension when it got out of kilter after a big jump on the Lough Eske stage in Donegal. The ensuing accident culminated with their Mini upside down and sliding down the road in a huge shower of sparks. After that, Paddy wanted a roll cage, but he didn't want Hydrolastic suspension!

The RAC made roll cages mandatory for racing and rallying in 1971, except that if you were rallying a Group 1 car (i.e. showroom specification) on an International event, it wasn't necessary to have a roll cage. Gerdi Frickell, an acquaintance of mine (via my Vauxhall rallying friend John Poynor), won his class on the 1974 International Welsh Rally in his Group 1 Viva GT with no cage at all.

While I was working for Ford in the 1980s, in my spare time, I coordinated the rebuild of the Ford Escort that Hannu Mikkola had driven to win the 1970 London-to-Mexico World Cup Rally. The World Cup Escorts had external bracing bars from the top of the front struts to the top of the A-pillars so, from the outside, they appeared to have very-strong roll cage structures. However, the reality was somewhat different. Ford had been concerned that because they were using a less powerful (but more reliable) cross-flow engine, they needed to keep the weight of the car to a minimum. They also felt that the Escort was a quite a small car for such a long and demanding event. So, to reduce weight and to maximise the space inside the car, they designed a 'roll cage' that was unique for that event. You can see in my photo that a top-hat section made from sheet steel was welded across the middle of the roof and the B-pillars were similarly reinforced, but only down to the belt rail. Very little weight was added to the car and there was minimal intrusion into the interior space.



Another rally car with an unusual roll cage was the Clan Crusader that Andy Dawson/John Foden used to finish second to Roger Clark on the 1972 Manx International Rally. And Alan Conley achieved several top ten finishes on Motoring News Championship road rallies in his example navigated by Martin Holmes (see the July edition of 'Spotlight'). Alan also won the 1972 Tour of Mull in his Clan with Crawford Dunn.



Andy Dawson with his 1972 Manx Rally Clan

The Clan Crusader was designed by a group of ex-Lotus employees, working initially in Norwich, before moving to a new factory in Washington, County Durham. The Clan had a fibreglass monocoque structure with no separate chassis which made it very light at around 615kg for the road car version. The works Clans had an integral roll cage made of bonded-in fibreglass box-sections but, to rally a Clan in International events, the cage had to be certified as meeting the FIA's test load requirements. This included a downward force applied at a defined angle to the rear corner of the roof. So, Clan turned a body-shell upside down, positioned it at the right angle, made a load frame that fitted onto the

upturned floor and onto the load frame they put..... a skip! Two men from the RAC came to the factory to witness the

test and they went to lunch while the skip was filled with water. The roll-over test certification states that the shell was simultaneously loaded with loads of "1.5g lateral, 5.5g fore and aft and 7.5g vertical" for a competition Clan weighing 635kg. The RAC then granted FIA roll-bar strength approval certificate number 455.

Modern roll cage regulations stipulate seamless carbon steel tubing for roll cage structures, and I found the above photo of a compliant cage being fitted into a Clan Crusader body-shell by Malkin Motorsport of Corwen, N. Wales. It looks as if it will have the same problem as my MG Midget in being almost impossible to get into such a tiny car.



A steel cage being fitted to a Clan by Malkin Motorsport

Returning to Andy Dawson's Manx Rally Clan, it had the Zenith-carburetted 998cc engine from Andy's Hillman Imp rally car in which he and Nigel Raeburn had finished sixth on the previous year's Manx International. This engine produced over 100bhp, so the Clan's power-to-weight ratio was close to most of the Escort opposition except for Roger Clark who had Ford's new alloy-block 2.0 litre BDA engine. Dawson ran the whole event on one set of Goodyear tyres fitted to 12" wheels; they were G800 Rally Specials on the rear for traction, but narrow everyday G800 road tyres on the front to calm the turn-in of the very light front end. The only service the car needed was a change of rear brake linings. Andy had fitted standard (soft) rear linings so he had an effective handbrake for hairpin turns and their wear rate was high. Incidentally, the front brakes were drums too, sourced from the Commer Imp van; probably the last time a fully drum-braked car achieved such a good result on an International rally. I competed against Andy on a few road rallies in the 1970s. He was always great fun during the prize-giving at the end of an event because he was a sharp-witted natural comedian with ready quips that made fun of his fellow competitors.

Spotlight



My rally heroes during the early 1970's were Will Sparrow and Nigel Raeburn in Will's various self-built Minis. He wrote a series of articles for Cars and Car Conversions magazine (Triple C) about the build of his Mini WNX700H and the cage he fitted to that car was a rear cage with diagonal, made of aluminium for lightness. He used the cage too! – rolling the car into retirement on the 1970 Tour of Mull. But the aluminium roll cage saved the shell and Will rebuilt the car with a Mini Clubman front end. The roof was a bit rumped, so he applied black Velvetex short-pile

Andy Dawson / John Foden on the 1972 Manx International 'fur' to the roof that effectively disguised most of the damage. Will and Nigel then went on to win a further five Motoring News Rally Championship rounds in it during 1971, and they come second to Tony Fall's Datsun 240Z on the '71 Welsh. But aluminium roll cages were later banned by the RAC (maybe in the mid-70s?) because they were more likely to fracture in an accident, rather than bending like a steel cage. The FIA finally banned aluminium cages for rally car homologations at the start of 1986 during the Group-B era.



Will Sparrow's Mini WNX700H after its recent restoration

Safety Devices was established near Cambridge in 1972 to manufacture roll cages, and they came up with another solution to one of Ford's worries on the 1970 World Cup Rally. In 1976, so as not to reduce the passenger space inside the vehicle, Safety Devices designed the world's first external roll cage to be fitted to a 4x4 vehicle; it was for a Land Rover. I guess that worsening the drag coefficient wasn't too much of a concern when the vehicle already had the aerodynamics of a barn door!



By the 1970s, the USA was proposing new motor vehicle legislation that would ban open cars to reduce the incidence of injuries arising from vehicle roll-overs. For that reason, British Leyland launched the 1976 model-year Triumph TR7 as a fixed-head coupe only. But the FMVSS (Federal Motor Vehicle Safety Standards) in America never did ban soft-top cars, so the convertible version of the TR7 was added to the range in 1979.

During the 1980s there were further murmurings in the U.S. about roll-over safety for road cars and Mercedes' answer was provided by the R129 version of their SL convertible launched in 1989.



This car featured a roll-over protection hoop that deployed automatically, and the technology was impressive because the hoop took just 0.3 seconds to rise from its stowed position. Alternatively, the driver could operate a switch to keep the roll bar up all the time. But hang on! Look at the yellow car in one of Mercedes' publicity shots. Isn't the driver's head nearer to the ground than the roll-protection-hoop? The hoop was designed to fit inside the car's convertible roof, and that meant the Merc. was similar to those 1960's F1 cars. Nevertheless, it was the first car with this feature and Mercedes probably sold a lot more SLs as a result of the perceived increased in safety.

And finally, I come back to the posts on the Lamborghini. They are indeed pyrotechnically operated roll-over pop-ups and they're also fitted to the Audi R8 Spider. But you'd better roll your car onto tarmac and not soft ground! From the photo of the Lamborghini you can see that the impact had set them off, even on a car that had come nowhere near a roll-over type of accident. And then the fun begins. I found this clip on You Tube, showing how very difficult it is to remove these pop-ups and fit new ones after they've been fired.....<https://www.youtube.com/watch?v=WnBAY6CAZIk>

I can't imagine what the cost would be if you got a Lamborghini dealer to carry out this repair, and that's another reason why I won't be buying a Lambo any time soon.

Lost and Found

You may be selling a car, hunting for an elusive part, looking for help with something, or offering your services as a navigator – if so, this is the place to put it out to your fellow SCCoN members.

If you would like something included in this section, please email some details to Spotlight@SCCoN.co.uk with “Lost and Found” in the subject line and it will be included here for the next issue. Obviously if you want it for more than one issue, you’ll need to let us know.

Offered	Wanted
<p>5x Hankook Tarmac Rally Tyres and Ford Focus ST170 Wheels</p> <p>I have a set of five Ford Focus ST170 17-inch alloy wheels, fitted with Hankook Ventus Z209 dry weather tarmac rally tyres. With rallying about to make a return, they may be useful to someone. I think they’re all soft compound, but I can dig them out and check. They’re 200 width, while the wheels are 4x108, ET49. Tyres have a decent bit of life left in them. I’d like £300 for the five, including the wheels.</p> <p>Email Jon_Scoltock@hotmail.com for more details.</p>	



10% OFF AT WILCO MOTOR SPARES

Did you know that Wilco Motor Spares offer SCCoN members a 10% discount on presentation of a valid membership card?

Wilco have branches across Norfolk, Suffolk and Cambridgeshire and have traditionally offered club members a 10% discount in store.

When you are next in-store, don’t forget to ask for your discount.

If you have any issues with this promotion, please contact a member of the committee.

Upcoming Event: Snetterton Grass PCA
Saturday 26th September 2020



The Sporting Car Club of Norfolk is pleased to announce the proposed resumption of competitive events organised by the club, starting with a Grass Production Car Autotest, to be held at Snetterton on Saturday 26th September

We will be bringing you more details of the event soon, but please contact Howard Joynt if you would be interesting in taking part, either as a competitor as a marshal.

Please keep checking www.SCCoN.co.uk or the club's social media channels for more information.

All competitors are reminded that they will need to have a valid Motorsport UK RS Clubman licence in order to compete.

Weird Norfolk Part 2

Well, we still have no real motor sport to speak of, but there is good news on the horizon by the looks of it. In the meantime, I hope you enjoy these strange Norfolk tales...

So, we will start at the top of the county – Cromer – and in particular the pier, which has a host of stories about the hauntings. This means it is a magnet for paranormal investigations. One of the stories surrounds the late Dick Condon, who was a manager at the pier, and died in 1991. He was very popular. It is said that his spirit can still be felt, and some performers have said they have seen him on the stage with them.

Moving along the coast to Northrepps which, along with other villages in the area, is most pleasant. But, like most pleasant villages, they hold a dark past, in this case the "Shrieking Pits"!!!

It is the sad story of a woman searching for her lost child, who can be seen at all hours of the day or night. Another story is of a village girl, Esmeralda, who fell in love with an untrustworthy farmer. The local vicar found out and the farmer scurried back to his wife, without telling Esmeralda, who fell into a deep depression. One night she threw herself into a pit, where she died. Her cries can still be heard on February 24th, the anniversary of her death. Weird happenings are not confined to people either, oh no! In the Northrepps area, mechanical objects can be seen on the roadways, especially at night, no lights, driver with no means of propulsion. Be very careful, and be very, very afraid. You have been warned!

How many of us have been to the village of Lyng, not only for the 12-cars, but also for the trial. But how many of you know about the stone that bleeds? It stands in woodland near Hase's Lane and is quite literally off the beaten track. There is the thought it is a leftover from the ice age, but the stone has been linked to a ruined nunnery and various ritual sacrifices! Birds cannot be heard to sing near it, while another story says there is buried treasure underneath it.

Now for something a bit more modern – The beast of the A1075 no less. This happened in June 1986. An unnamed driver spotted a large hairy creature. He stopped and turned around and went back to get a better look. On the third pass, the beast rose up to a height of eight feet. The driver decided not to make another pass, but he did return a few days later, this time in daylight, only to find drag marks on the forest floor, which went on for some time.

Gordon Shipley tells me the story that farmers tell children to keep them away from the farm pond, which most farms have. The farmers say to the children, the pond on the farm pond is bottomless and there is a horse and cart in there! Howard tells me, when he was driving home one night from Old Buckingham at about 01.30 to 02.00, he passed a church, where he saw there was a woman in a long white dress. He asked his then wife if she saw the lady, who said yes. They reversed back to look for her, but there was nothing there! Howard continues, about a hotel that used to be at Ashill. It was called "Bury's Hall Hotel". One room was supposed to be haunted. The staff would clean the room, ready for the next guest, then lock the room only to find, when the next guest arrived, the room was trashed.

Now, I would like to finish with RAF Honington, where some of us have marshalled. Honington was opened in May 1939 and is a treasure trove of ghostly stories. In 1983, two RAF Officers saw an officer in a WW2 uniform who was smoking. The two RAF Officers approached him only to see him turn away and fade away as he walked through the fence. Then there is the story about a ghostly visit in the form of an RAF Officer only to disappear at the second glance, leaving some bar staff reluctant to lockup alone. These are just two of many!

Web Directory

You can find details of how to follow all of the region's clubs in the table below:

Club	Website	Facebook	Instagram	Twitter
Anglia Motorsport Club	www.amsc.org.uk	www.facebook.com/AngliaMotorSportClub	www.instagram.com/angliamotorsportclub	
Association of Easter Motor Clubs	www.aemc.org.uk	www.facebook.com/TheAEMC		www.twitter.com/TheAEMC
Cambridge Car Club	www.cambridgecarclub.co.uk	www.facebook.com/cambridgecarclub	www.instagram.com/cambridgecarclub	
Chelmsford Motor Club	www.chelmsfordmc.co.uk	www.facebook.com/ChelmsfordMotorClub	www.instagram.com/chelmsfordmc	www.twitter.com/ChelmsfordMC
Eastern Counties Motor Club	www.ecmc.co.uk/site	www.facebook.com/easterncountiesmc		
Falcon Motor Club	www.falconmotorclub.com	www.facebook.com/groups/FalconMotorClub		
Green Belt Motor Club	www.greenbeltmc.org.uk	www.facebook.com/greenbeltmc		
Harrow Car Club	www.harrowcarclub.net	www.facebook.com/groups/125556377629682		www.twitter.com/harrowcarclub
Herts County Auto and Aero Club	www.hertscountyaac.co.uk			
Kings Lynn and District Motor Club	www.kingslynndmc.co.uk	www.facebook.com/kingslynndmc		
Middlesex County Automobile Club	www.mcac.co.uk	www.facebook.com/groups/11164412206		www.twitter.com/m_c_a_c
Motorsport UK	www.motorsportuk.org	www.facebook.com/OurMotorsportUK	www.instagram.com/ourmotorsportuk	www.twitter.com/ourmotorsportuk
Sporting Car Club of Norfolk	www.scon.co.uk	www.facebook.com/groups/8540333831	www.instagram.com/sportingcarclubofnorfolk	www.twitter.com/sconorfolk
West Suffolk Motorsport Club	www.wsmc.co.uk	www.facebook.com/westsuffolkmotorclub	www.instagram.com/westsuffolkmotorclub	www.twitter.com/WestSuffolkMC
Wickford Auto Club	www.wickfordautoclub.co.uk			