

SCCoN Spotlight

Ed's trials

More rumblings from the Micra garage. It is good to see another SCCoN team campaigning a Micra far and wide. I look forward to watching the development and progress of Simon and Sarah's silver 1.4 as they get use to Nismo.

Congratulations to Lucy, and Gareth, upon the production of a brand new Nova, the latest member of Team Hodder. Little Nova was born on 4th September after a serious amount of effort. Mother and baby are doing well. Yes, her name really is Nova. You never know she might become a Senator one day.

My bike ride became a very damp, tough ride and ended prematurely at the 215 mile mark, before I expired. Thank you to everyone who supported me, I raised over £1100 for Cancer Research UK.

The calendar of events is getting better and soon we will have forgotten about lockdown and restrictions but we still need to keep safe and abide by the rules, whatever new rules are applying. Please flood the inbox with articles for the newsletter. Thank you to Peter Riddle for a twist on "My first car" perhaps other committee members will send me their first car, favourite car or any old banger stories too?

Matthew
Matthew Hodder, Editor, Spotlight
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Social Media

Have you seen the social media presence of the club on Twitter and Instagram? There are some changes afoot in the administration of the Facebook page, so look out for updates and information. Search for **Sporting Car Club of Norfolk** on Facebook



www.Twitter.com/SCCoNorfolk



www.Instagram.com/SportingCarClubofNorfolk

“You can only get over your fears if you attack them head on” Mika Hakkinen

My First Car

A serial feature–

You know what this is about by now but this month sees the last available account of a first car because of a lack of incoming stories. So far we've enjoyed tales from Lucy, Oli, Percy, Dave, John and others. So what is your story? Contact me by any available method and I will form your account of your early days of motoring, into a good read for other members.

My first car

Peter Riddle came up with a twist on the first car theme.....

Definitely not my first car

Our editor has been encouraging SCCON members to tell the story of their first car. Well I'm doing the opposite. This is the story of my most recent car purchase. I'd had my 2007 Alfa Romeo GT 1.9 diesel for ten and a half years. It's been pretty reliable but recently it's had intermittent warning lights for the ABS and stability control not working and also for a glow-plug fault. Then the exterior handle broke on the passenger door. I'd had this happen on the driver's side a few years back and, because of the frameless glass, it was a complete pain to replace the handle and re-adjust the door glass correctly to prevent wind noise. So I started looking for a replacement car. I wanted a car about three to four years old, but which one? After the recent reports of how easy it is to steal some new cars, I didn't want a car with keyless locking which ruled out the sporty Fords. High on my list was to have a spare wheel, which crossed out every recent BMW, and I like a round steering wheel, which eliminated the sporty models from several manufacturers. I didn't want a car with an electric hand-brake as I think they're a complete pain if you get a flat battery, thus ruling out a lot of Renaults. And I never want a car with less than 45 profile tyres as I think that even lower profiles make your wheel rims far too vulnerable to pothole damage. Plus my brother lives in West London so I wanted a ULEV-compliant car but I didn't want a diesel that needs AdBlue. A ULEV car (ultra low emissions vehicle) avoids the £12-50 charge for entering the Low Emis-

sions Zone in London and I suspect that other cities with poor air quality may well introduce something similar. So I ended up choosing another Alfa, this time a 150bhp Giulietta 2.0 diesel that complies with the ULEV requirements via its 'engine-stop' feature, but it doesn't need AdBlue. I also had to be careful which one to buy as you can get Giuliettas with at least three different types of steering wheel. Most of them are round, but some have a flat bottom and some have a semi-circular top half and a bottom half shaped like a three-penny bit! Presumably they're trying to differentiate some of their models but it seems completely bonkers to me. I've had the Giulietta for nearly three months so how does it compare with my previous Alfa GT? The driver's seat doesn't have as much under-thigh support which is a shame because my GT had the most comfortable seat (for me) of any car I've owned and I'm going to fit a clutch footrest like the GT had. The very loud seat belt warning buzzer is annoying and I'd prefer a warning light like the GT. And to my surprise, the secondary ride quality isn't as good as the GT's. The GT had double wishbone front suspension whereas the Giulietta has Macpherson struts. I'm investigating Bilstein dampers which (according to some Alfa Romeo internet forums) will improve the ride. And I've got to get the map updated on the Sat-Nav.

Peter Riddle, August 2021



Right marque,
wrong model.
I am sure Peter will
put me straight

Henry Fairhead RIP

It was very sad to hear that long standing SCCoN member, Henry Fairhead, died away on 13th September.

It was always a pleasure to see Henry's smiling face at the WSMC Autocross events. Henry was however better known for his stage rallying where he completed 100 events with his MK 2 Escort.

Henry also competed for ten years in circuit racing initially with a Fiesta XR2, then an XR3. After he finished racing he turned to scrutineering at Snetterton. Henry was always keen to encourage newcomers and with wife, Pat, sponsored the novice only P & H 12 car events.

Our thoughts are with Pat and their family

We STILL want your story

Spotlight needs you! If you have a story you would like to submit for spotlight, please email

Spotlight@SCCoN.co.uk
or snail mail the editor

The newsletter gets better the more good stuff you supply to go in it.

Social Events

Howard – Social Secretary:

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

Club Nights

Hopefully we will return to SCCoN club nights held at the White Horse, Trowse, NR14 8ST, soon.

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 Clubmans Championship

Has returned (almost Phoenix like) and there will be a 2021 version. 6 confirmed rounds, probably 7 and a possibility of 8. All rounds to count and buried on the website is a rambling guide to how points are allocated, a case of my game and my rules (Percy). Top 25 shown in results table on page 5, full listing on the website.



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 20 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

“Don't find fault, find a remedy. Anyone can complain”
Henry Ford



SCCoN Clothing Get your kit on!

Buy some SCCoN Kit for your loved ones before
December

Ali Hodder (Mrs Ed) is always ready to take your order for a new hoodie or other club related clothing. The hoodies are warm comfortable

T-shirts, Sweatshirts,
Hoodies, Rugby Shirts
Zip-up hoodies, Polo shirts

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



Sporting Car Club of Norfolk Clubmans (aka Summer Series) Championship Table

(after round 4)

o/a	Driver	Total	R1	R2	R3	R4
1	Simon Hawken	149	43	60		46
2	Garth Collier	119	50	69		
3	Vini Cruz	111	56	55		
4	John Peterson	95	47	48		
5	Nick Skuse	89	14	38	17	20
6	Sarah Hawken	88	24	39		25
7	Ian Thompson	86	19	44		23
8	Stephen Baldwin	85	32	53		
9	Dan Pearson	83	39	44		
10	Robin Lines	78	24	29		25
11	Matthew Mantle	77	21	50	6	
12	Oli Dennington-Price	75	37			38
13	Ashley Hudson	75	45			30
14	Laura Garcia	74	26	48		
15	Nigel Cook	74	19	42	13	
16	Jonathon Kavanagh	68	35	33		
17	Michael Harrington	67	34	33		
18	James Hodder	65	28	37		
19	Jordan Weavers	63		63		
20	Dick Lines	62	32			30
21	Michael Collier	57		57		
22	John Theobald	56	11	17		28
23	Toby Groves	52		52		
24	Lauren Theobald	51	17	21		13
25	Sam Worrell	47		31		16

SCCON

**CLASSIC CAR
RUN
2022**

**Watch this space for
announcements**



Brecks Micra

Challenge

A note from Percy:-

Thank you to Chris & Sarah for the venue and hospitality, Howard for the Micras, set up & marshalling, Dave for the admin, set up & marshalling, marshals Dave, Bryan, John, Nij, Paul & Peter and all the competitors.

Thank you to Dave Shaggy Saint for the article in this issue.

WSMC

Bullseye Navigational Scatter

(Taster Event) Supplementary Regulations: (Permit Number 122976)

Sunday, October 24th 2021

Eligibility This is a Taster Event: An entry level competition where to encourage first time participation in Motorsport, participants will be deemed to be a member of the organising club for the day provided they have, as a minimum, an RS Clubman Licence, but this can be achieved by completing a simple form at signing-on.

Start & Finish: Village Hall,
The Street,
Great Bradley,
Newmarket
CB8 9LH.

N 52° 9.095' E 0° 26.222'

TL 66827 53165

///system.tadpole.wishes

Distance & Duration: 50 miles-ish from 12:00 to 17:00

Requirements Road legal car, Driver, Passengers, OS 1:50000 Map 154, Pen/Pencil, Humour, Romer*. * A device to plot a map reference. If you don't have one, we'll provide one on the day.

Basic Format

There are 32 locations in a 5-mile radius of Great Bradley where 5-letter words are hidden. You'll be given clues to 16 of the locations at the start. Each 5-letter word that you find will ultimately lead you to the remaining 16 locations. Points will be awarded for each word found. You'll need to find 75% of them in 5 hours to get a maximum score. There is no set route. You'll need to decide which locations to visit to score points and minimise travel distance/time. For more detail we recommend you study these documents before the event:

Scatter Format,
Example Locations Table,
Answer Card.

Timetable Signing-on from 11:30 with light refreshments.

Start at 12:00. Finish no later than 17:00.

Unwind from 17:00 to 18:00 with a light buffet.

Organisers George Hendry (aka "Dryhen") & Ray Crowther (aka "Crow")

Entries Fee: £20 per car. On-line entry available at <http://wsmc.co.uk>.
A maximum of 20 entries will be accepted.



Sporting Car Club of Norfolk

The Brecks Micra Challenge

Stubble PCA

Class D				
o/a	#	Driver	Car	Total
1	3	Dick Lines	Nissan Micra*	262.8
2	2	Robin Lines	Nissan Micra*	273.8
3	20	Nick Skuse	Nissan Micra*	286.7
4	21	Sam Worrell	Nissan Micra*	297.0

Class P					
o/a	#	Driver	Passenger	Car	Total
1	7	Simon Hawken	Sarah Hawken	Nissan Micra	255.7
2	14	Jonathan Stimpson	Ian Thompson	Nissan Micra*	255.8
3	10	Oli Dennington-Price	Abi Dennington-Price	Nissan Micra*	272.7
4	22	Adrian White	Ellen White	Nissan Micra*	278.2
5	11	Abi Dennington-Price	Oli Dennington-Price	Nissan Micra*	279.2
6	15	Ashley Hudson	Amy Marshall	Nissan Micra*	292.4
7	6	John Theobald	Lauren Theobald	Nissan Micra*	294.8
8	23	Sarah Hawken	Simon Hawken	Nissan Micra	298.1
9	8	Ian Thompson	Jonathan Stimpson	Nissan Micra*	300.1
10	16	Edward Timperley	Scott Timperley	Nissan Micra*	302.1
11	18	Rebecca Chinnery	Edward Timperley	Nissan Micra*	312.7
12	25	Amy Marshall	Ashley Hudson	Nissan Micra*	316.6
13	17	Scott Timperley	Edward Timperley	Nissan Micra*	320.0
14	5	Lauren Theobald	John Theobald	Nissan Micra*	325.4
15	4	Anne Lines	Robin Lines	Nissan Micra*	340.5
16	24	Michael Mendham	Simon Hawken	Nissan Micra	341.4
17	19	Julie Skuse	Nick Skuse	Nissan Micra*	361.6
18	1	Ellen White	Adrian White	Nissan Micra*	365.2

Diary Dates

October

Sunday 10th

David Maitland Trial
Falcon Motor Club

ECMC Blackberry
Jelly 12 Car
Regularity

Sunday 17th

Targa
Rally at Debden

Sunday 24th

WSMC's Bullseye Taster
Scatter Rally

Saturday 30th

October 2021

Snetterton
Tarmac Production
Car Autotest

November

Sunday 21st

November 2021
Lyng Garage
Trial

Sunday 28th November 2021

Snetterton
Grass Production
Car Autotest

ANGLIA MOTOR SPORT CLUB CHELMSFORD MOTOR CLUB

JAVALIN'S JUMBO TARGA SUNDAY 17TH OCTOBER 2021

DEBDEN AIRFIELD CARVER BARRACKS

A Targa Rally has several one to two-mile driving tests set out in different layouts which will vary during the day. 3 tests are planned to be run four times. More marshals are still required to help run the event. Marshals will receive a voucher for *lunch or breakfast, (your choice!)*.

Event webpage/marshals registration etc.

<https://chelmsfordmc.co.uk/TargaRally/Javalin21>

Targa Rallying

Written by [Jaggy Bunnet](#) on October 5, 2021

If navigational road rallying is too difficult and forest stages rallying is too expensive, there is an alternative – Targa rallying. The navigation is generally much simpler and a road car is all you need to compete.

There has been a noticeable increase in interest in this branch of the sport over recent times, but folk still don't know too much about it. It doesn't enjoy a high profile, even amongst motorsport fans, but for those who participate it's the best on fun four wheels.

Navigation is usually straightforward with simple to follow instructions with an easily understood timetable, the idea being to keep folk in the event rather than put them out. In fact, the navigation is so simple that even a man could cope – so ladies, get your driving gloves on! There are of course some events which require a little more mental agility from the navigators, but anyone contemplating such an event can pick and choose to suit experience.

The real appeal of these events are the Driving Tests, usually held on private ground and against the clock although there are some on-road sections where input is required from both crew members, but it is the Driving Tests which are the biggest attraction.

Think autotest but on a grander scale. Some of these timed tests require a navigator to direct his/her driver because simply remembering the twists, turns, loops and spins would overheat that great lump of mince between most folks' ears. It really is a two person affair. On the longer tests, speeds are controlled by means of introducing slaloms, chicanes, braking tests and reading Code Boards to slow down progress. If Code Boards sound a bit innocent, these are positioned by the road side usually on the quicker sections to keep average speeds down. These require crews to stop or at least slow down to read them and note them on their Time Cards. Usually a letter or two, or a couple of numbers or symbols, but failure to record them accurately incurs a time penalty.

Organisers can be a pretty crafty bunch and to stop it being too easy, the codes are inserted inside a container like a biscuit tin or ice cream carton so that crews have to slow down to see inside while some of the more devious organisers have these codes facing forward in the direction of travel so that crews really have to stop so they can look back and see inside. As for the rest of the test that can be conducted at as high a speed as the driver's skill and his/her charger of choice will allow. Tyres can take a beating with slides, skids, slithers and hand brake turns spicing up the mix, so the general rule is, buy cheap tyres – too much grip ruins the fun.

Over the past two years, the Mull Targa Rally kept rallying alive on the Island of Mull during recent bleak times. The first year there wasn't much local interest, but having witnessed the fun, more local folks had 'invested' in suitable machinery for its return i.e. sourcing cheap recycling-centre dodgers that were still fit enough to pass an MoT.

Some of the Mull Targa tests use forest roads but some stretches of tarmac roads were also used. Other tests were held in car parks, works yards and quarry floors so a sumpguard is advisory but often not essential. Knowing what the Mull tests looked like, begged the question, what does a Targa event on the mainland look like? To answer that a visit was made at the weekend to the Solway Coast Targa Rally, supported by the Autoshop.co.uk, in the deep south west. Organised by H.U.R.F. (the Haugh of Urr Rally Factory) and supported by a stalwart cast of two dozen members of Solway Car Club, this event was a serious hoot from start to finish. The route totalled some 50 miles and included 16 Driving Tests in its 5 hour duration and that included an hour off for lunch.

Crews gathered at the welcoming Arden House Hotel in Kirkcudbright (I'm going back for a steak pie lunch!) from 8.00am for a bacon roll and a tea before the 10.00am start. The first loop of 8 tests at Dundrennan preceded the lunch halt which comprised a bowl of soup and a roll and then on to the next loop of 8 different tests.

The last of the crews got home by around 3.30pm, the prizegiving was held at 4pm and those who had a distance to travel were on the road home pretty smartly after that while others stood around, socialised and chatted. And don't go thinking it's all social, there's a bit of competition along the way. For instance, one ex-schoolboy (Scott, 7th o/a) was determined to beat his ex-school teacher (Ron, 18th o/a) – and he did. A perfect end to a perfect day, even if it did rain a bit. Well, quite a bit really. This being a H.U.R.F. production the paperwork and Roadbook were impeccable and only a numpty could get lost or take a wrong direction. Those who did incur a WD were indeed numpties (You know who you are Allan – listen to Alice the next time!) and probably couldn't find their way out of a room with one door.

A typical test was 1500 yards long. Just after the Start there was a slalom through 3 cones, then a Code Board half up a straight which led into a triangle junction which had to be hand braked round the three corners, but if you weren't very good, just driving round tidily was quicker than some of the attempts witnessed! Then it was off up the hill into a chicane at the top, and another slalom before a halt astride the Stop line. The Marshall then shouted (Covid rules) the time at the navigator and/or showed him/her the watch to record the time. On to the next test.

Cont'd on page 12



10% OFF AT WILCO MOTOR SPARES

Wilco have branches across East Anglia & offer club members a 10% discount in store on presentation of a valid membership card. 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.

Brecks Micra Challenge Stubble PCA 25th September 2021

The event was due to run on the evening of Friday 3rd September (a date I couldn't make due to a gallivanting holiday), however, the weather had prevented the field from being harvested so it was delayed until 25th September.

It was finally confirmed that the crop had been cropped, so on Sunday 19th I met with Howard to assess the conditions – typically this was just minutes after a torrential downpour! We had a meander and found the best bits to use, avoiding where water would collect and the roughest of the dips/lumps. We were also fortunate that Chris Abrey (land owner and general all round great chap), had also offered to get his roller into the field and flatten any spots we required. An offer that was taken up, and probably saved several Micras from having their teeth shaken out! The weather remained dry from the 19th, so the ground underfoot was far better than expected on the day.

Friday 24th and Howard had already delivered four of his Micra fleet to the field, (never underestimate the lengths this man goes to for the club). We agreed to meet on the morning of the event at 08:00 to begin the task of putting fencing posts into the ground as test markers, Howard arriving with two more Micras. Now, believe it or not, it's not quite as simple as looking at a diagram and putting in a post, well, 96 posts to be precise. There are still ruts to avoid, misinterpretations of gates (that'll be me then!), adjustments to ensure that it can be physically driven etc. Once we were happy with the layout, 96 letters/starts/stops/finishes then had to be attached to said posts. By about 11ish we were happy with our handy work, and decided we could both bugger off home for a well-earned cuppa before returning pre-event.

At this point I should mention that David Bell had also prepared the paperwork, diagrams, regs, entry list, marshal list, instructions etc. but due to our date change, he was already committed to another event so could not attend, (another unsung hero of the club).

And so at 13:30ish, Howard and I met (again, two more Micras arrived with him), and a couple of early competitors and marshals joined us. After Howard had fettled with a couple of temperamental Micras, and I had walked the tests again and tweaked a few markers, we were finally ready to roll. A slow start, but just enough marshals arrived, and eventually all but three entries were with us too. A brief briefing to all and away we went.

Two tests, four Micras per test, so the theory being that you would drive a test, leave the Micra at the end of the queue, walk to the next test and jump in the next available Micra. 'Drive, park, walk, repeat'. After a couple of interventions everyone got the hang of it and started to have great fun. A couple of posts were soon sacrificed, but then they all settled down to some serious competitive drives. With only 1/10 of a second separating 1st & 2nd it couldn't of been any closer. The young, not so young, experienced and novices were all giving it their best. Wheels were spinning, earth was flying, engines were revving and the odd clutch was slipping. Most importantly everyone was smiling and enjoying true grass roots motorsport.

Eventually everyone had driven both tests three times, and so, that was the end of that, but actually not quite. Our hosts Chris and Sarah had also very generously provided and cooked a BBQ for all, along with drinks and desserts, and I must say they did a fantastic job of it. I don't think anyone left hungry or thirsty. Before departure Chris offered anyone who was interested a tour of his garage, which was somewhat of a jaw dropping experience to most. And of course, what better way to round off the day than inviting our superb hosts down to their field and let them have a good go at driving a Micra around, and I'm not sure if it was Chris or Sarah who enjoyed it the most.

So just before darkness descended, posts were gathered, letters removed, Micras parked in a huddle (I'm unsure of the collective for Micras, that's one for Howard!), and that was the end of quite possibly the most enjoyable, friendly & social day of motor sport. **Dave Shaggy Saint**



Targa rallying by Jaggy Bunnet, cont'd

Other tests were more technical ensuring navigators had to call out the sequence of manoeuvres which had to be attempted. The four morning tests were repeated once and the four afternoon tests were also repeated once, giving 16 tests in total. Other events may differ, but then that's all part of the appeal. Cars entered on the day included a 1957 Triumph TR3, Proton Satria, MG ZR, Clio, a dose of Peugeots and a flock of Mazda MX5s. There was also an elderly Nissan Micra in the hands of a nutter (more on that later) but the wee Mazda sports cars seem to be the preferred weapon of choice – cos they come with an LSD as standard.

However, the fact that most of the cars entered were standard road cars should be a big incentive. That means that anyone who fancies a bit of automotive fun at the weekends doesn't need an expensive, temperamental competition car locked up in their garage most weeks of the year. By all means have a decent family road car but a well chosen second car can double up as family transport as well as a weekend sporting thoroughbred for not too much money.

The rule is simple, two wheel drive and nothing bigger than a 4 cylinder engine with a maximum of two carburettor chokes (two single or one double). If you have a saloon car with an MS UK logbook which you use for road rallying or sprinting then the car will need carpets, rear seat and headlining fitted before it can contest a Targa. And the bonus? Some events allow 14 year old (and above) navigators!

The Entry Fee which included breakfast and lunch was £90 per car, 20 quid for Insurance and an RS Clubman licence from MS UK is free. Dundrennan proved to be the ideal venue for such an event with a variety of roads, suitable concrete and tarmac areas and close to an excellent Start/Finish venue. It also maintains the close association that Solway Car Club has with the MoD to ensure that when Covid rules are relaxed, the Solway Coast Rally can make a comeback. Fingers crossed.

So if you're looking for a bit of automotive fun that's relatively cheap, very enjoyable and as competitive as you want to make it, then consider a Targa. Or next time you want to take the wife/husband/partner/significant other/best friend/worst friend/ neighbour from hell out for a drive, have a wee shottie at this.





Stages and code boards, all part of targa rallying

Opposite page, cars suited to targa rallying, (Micra just out of the shot)



Vacancy

Editor wanted:

Enthusiasm a must have quality

Good with Ms Word, Powerpoint, Excel and wizardry.

Suit somebody with excellent IT skills, patience and a willingness to be patient.

Apply to any committee member or contact the current title holder.

Thank you

Stickers still available from **Alan Kirkham**, please contact him alanjirkham@yahoo.co.uk

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:



Get stuck in
and stuck
up

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

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Please ask for help if you are not a wordsmith. I will begrudgingly help you to create an article or I can take notes from a phone call to get your story in print.