

SPOTLIGHT



Sporting Car Club of Norfolk Ltd

www.scon.co.uk

April/May 2024 Newsletter

A message from our Chairman to all SCCoN Members

I will start this Newsletter with an apology.

I would normally try to do a lot if not all of the newsletter, and in a reasonable time scale. But over the last couple of months or so I have failed you. I feel I should explain.

As some of you know I have been struggling a bit with having a stroke and some other issues. It has come to a head this month with having a period in Addenbrookes hospital having an operation to remove fluids from my back and head. Then Phil, our son, had a stroke too. So, you might understand.

I would not normally air my problems in public, but I feel you are my friends and I don't have secrets!

*I am still here
Martin Newson*

March 2024

Over the weekend, the [SCCON Get Into Motorsport](#) event took place, on Sunday the 17th March 2024. We hope everyone who visited the event enjoyed themselves and found all the information helpful into getting your first steps into Motorsport!

Keep an eye out on the website and socials.



The April/May issue of the Marshals' Bulletin from MS UK– sent to all Marshals registered with Motorsport UK.

Flags & Lights Panels In 2022, Motorsport UK, with the support of the British Motorsport Trust, began a roll-out of FIA specification light panels at circuit venues across the UK, and Cadwell Park has become the latest venue to install the light panels this year. Previously Light Panels served to supplement the traditional flag signals shown by Marshals around a circuit. As of 2024, Light Panels will be the primary signalling method at venues where they are installed, however, please note the following:

- Marshals are still permitted to use flag signals, but these are now supplementary to those displayed on a Light Panel.
- If you are single staffed on a post, you should opt for lights first, then flags.
- If there are multiple Flag Marshals on post, then both can be used as long as lights take priority, however, the importance here is the coordination of the flagging team to make sure the signals are consistent with one another.
- If you are at an event using both Light Panels and flags, it is important to remember that the light panel system has an inbuilt signal hierarchy.
- Remember that red signals will always take priority over all other signals, whereas white, change of surface and blue signals have the lowest priority, this will determine which signal should be displayed on the light panel, and which signals can be displayed using flags particularly in situations where more than one signal is needed.
- The regulations do not say that flags are not to be used at all.
- Light Panels can significantly increase fairness particularly within a judicial context e.g. overtaking under yellows, as the light panel system can automatically log the time at which a signal was displayed at a Marshals' post.
- The visibility of the signal is overall much better, particularly in poor weather conditions.
- Some series may also use on-board signalling systems which further aid communications with competitors. Acquired Rights Scheme A reminder that there is now only a short time to submit paperwork to Motorsport UK (by 31st March 2024) to request the opportunity to upgrade via the Acquired Rights Scheme. After this date, there will be no further extensions to the Acquired Rights Scheme and the standard Marshals Pathway must be followed for upgrades. The closing date for applications under the Acquired Rights Scheme was extended for the final time, to allow Marshals to obtain any missing modules during this current training season, please remember, that this is only suitable for Rally, Speed and Kart Grading. Details on the application process can be found in the Resource Centre of the Motorsport UK website, or by clicking [HERE](#). And

if you still need some guidance, you can always contact us, and we'll be happy to point you in the right direction! Answers to Frequently Asked Questions - Upgrading

- If you are collecting signatures but have run out of space in your PRC, there are continuation sheets available in the Resource Centre, or you can email marshals@motorsportuk.org for a new PRC.
- Event attendance can be signed by someone of the same grade or higher than the Marshal who requires the signature.
- Upgrade Assessments can only be signed by Marshal Assessors holding the grade for the discipline which they are assessing.
- Training Modules can only be signed by licensed Motorsport UK Trainers.
- The days to obtain the minimum requirements to upgrade must always be separate to the additional days required for assessment.
- A Knowledge Check is the Assessor asking questions to ensure that the Marshal has taken in enough information regarding, for instance, flags and flagging for a Race: Grade 2 (Incident) upgrade.
- If you have a question regarding your proposed upgrade, or any other marshalling query, please email marshals@motorsportuk.org so that we can assist.
- If you need to update your details, you can do so on the Motorsport UK website. If you have forgotten your login details, please email marshals@motorsportuk.org and we can reset them for you (please remember to include your Motorsport UK number).
- If you require an upgrade assessment, please give the Chief Marshal of the Event as much notice as possible. It is up to you, the Marshal, to arrange your assessment with the Chief Marshal and it is not something that Motorsport UK is able to assist with.
- The form for upgrading is available on the Motorsport UK website within the Resource Centre. It is called "2024 Application for a Motorsport UK Marshal Registration" and is available [here](#).
- If posting paperwork for an upgrade, please always remember to take a copy before posting, and put 'For the Attention of Sue Fletcher' on the envelope. Here to help The Volunteer Development Team at Motorsport UK has nearly 100 years of active volunteering experience in motorsport – so if you have any questions, queries or concerns, please don't hesitate to contact us and we will be happy to help. You can contact us in the following ways: training@motorsportuk.org – for any training related queries marshals@motorsportuk.org – for any queries relating to marshalling 01753 765000 – if you would like to speak to someone over the telephone. If you would rather post your paperwork for upgrading (once the club that you Marshal with has completed the Club Endorsement), please send to: Sue Fletcher – Volunteer Coordinator,

Freddy Hewitt Racing at Brands Hatch

It's been a great start to the season [Brands Hatch](#) this weekend in the [MINI CHALLENGE CLUBSPORT](#) after a long winter of preparation it was great to get back on the track. In qualifying we got caught with traffic never getting a full lap together so P2 was the best we could do.

Race 1 begun with a great start getting into the S lead and maintaining it through the race and a great race with [Pecks Hill Garage & Mini Mafia](#) in the open class but finished 3rd overall and S class win with fastest lap.

Race 2 was more eventful however after a poor start we dropped to 2nd and made a move on the 2nd lap for the lead then we had a safety car to bunch the field so a good restart was key and we got that with a nice gap to 2nd finishing P1.

Race 3 was wet and we decided to go with the cut slicks after a great start from pole we got a good lead then the heavens really opened allowing the wet tyre cars to catch and pass us finishing 4th in S Class 2nd in R56.

It's been a great start to the season and a lot of positives to take as we look forward to Castle Comb in a couple of months time 😊

Massive shoutout to our partners

[PJN Motor Engineering Ltd](#)

[Jetstream](#)

[James Miller Electrical](#)

[Spectra Packaging Solutions](#)

[Pitlane Development](#)

[True Addictionuk](#)

[helpperformance.com](#)

[James Hrrcc](#)







The April and May issues of Classic and Competition Car are now online and free to read at www.classicandcompetitioncar.com

In the April issue we have a report on the first round of the WEC in Qatar plus the launch of the British GT Championship from Donington Park. We also have a report from the Amelia Island Concours d'Elegance in America.

Closer to home we have the VSCC Herefordshire Trial with plenty of Mud and Action.

Plus we have report on several car meets with an interesting selection of vehicles on display. Plus the Joint Rover Car Clubs celebration of Rover's 140 year association with Coventry.

The May bumper issue we have reports from the Goodwood Members meeting, the first round of the British GT Championship at Oulton Park, and the CSCC race meeting from Donington Park, plus the Fun Cup from Oulton Park.

For vintage fans we have the Flying Scotsman Rally and Speed fans will enjoy the action from the British Sprint Championship at Mallory Park. Classic car fans will enjoy our visit to the Classic Car and Restoration Show from the NEC. We also report on the first Footman James Coffee and Chrome Collective meeting of the year at Gaydon.

Regards

Simon Wright Editor
Classic and Competition Car
www.classicandcompetitioncar.com

Navigate the Road: Understanding Insurance for Motorsport on Public Roads

22 March 2024 | [REIS Motorsport Insurance](#)

As motorsport enthusiasts and competitors, we often participate in events which traverse the public highway. Whether it is a stage rally, regularity or 12 cars, your insurance policy will likely exclude any form of motor competition.

To mitigate this, specialist brokers like Reiss Motorsport Insurance can provide specific policies that provide third-party cover, even when participating in a motorsport event held on public roads.

If that cover isn't contained within a policy, event organisers have, over the last 40 years or more, offered Road Section insurance—simply a short-term third-party policy that competitors/drivers can purchase when they enter the event.

What you should know:

It has become apparent to us that there is a significant misunderstanding of insurance for competition use. As stakeholders in motorsport, we feel responsible for safeguarding the future of our beloved sport by sharing our knowledge, raising awareness, and promoting good practice.

Here are some facts surrounding Road Traffic Act requirements for insurance whilst taking part in a motorsport event which is road-based:

1. All motor vehicles traversing any public area or highway must always uphold Road Traffic Act regulations (be road legal), and drivers should hold their own active annual insurance policy relevant to the vehicle in use.
2. You should check your policy to see if it covers you for the complete duration of the event. Check the motor certificate: is motorsport excluded? If so, check the Schedule to see if the Underwriter has provided a waiver.
3. If your policy excludes cover while on an event/rally, you will require road section insurance. This is a third-party only extension to your policy and is purchased via the organisers when entering the event.

Road Section cover must not be used in isolation because if you retire, find yourself OTL, or drive on the public road outside of the auspices of the event, your road section policy will no longer be valid; your own insurer/policy would now provide cover as you are no longer in 'competition.'

If you have an accident on the open road – either a collision with another vehicle or someone else's property – this is a road traffic accident, and you should stop (where safe to do so). Unless there are injuries (in which case, the priority must be medical treatment), you should take the contact details of the

third party and gather any witness statements and images of the damage. If there is a dispute between parties, you may need to involve the police. The details must be reported to your insurer and the event organiser as soon as possible.

Road Section is third-party only insurance and will not pay for damage to your own vehicle, irrespective of whether you have a collision with another vehicle or a tree!

Key Points:

Minimum legal requirement: For all motor vehicles driven on public roads, third-party insurance is the minimum cover required, covering injuries and property damage to others.

Competition use coverage: Your standard insurance policy may exclude tests, time trials, rallying, or any form of competition and/or motorsport. You should consider dedicated motorsport policies provided by Reis Motorsport Insurance for your road cover and third-party on-event cover .

Road section insurance: Event organisers might offer road section insurance to entrants whose insurance policy does not cover their participation. This is a short-term option that fills the gap, but it only covers third-party claims.

Know your limitations: Road section insurance doesn't cover damage to your own vehicle and ceases when you are no longer actively competing in the event.

Accident procedures: Stop, exchange information, and report to your insurer and event organiser.

Why is this important?

Having the correct insurance policy is lawful: it protects you, others, and the future of motorsport.

Action steps:

- Check your Policy: Does it cover your motorsport activity?
- Consider dedicated insurance: Get an annual policy that includes road sections.
- Understand the terms and limits of road section cover provided by the events.
- Follow accident procedures: Be responsible and transparent.

By understanding your insurance needs and taking proactive steps, you can enjoy motorsport confidently and contribute to a safe and thriving scene.

Reis' Competition Car Insurance Product

Reis Motorsport Insurance can offer a motor policy for a road-legal competition car, which includes third-party cover for the period you are participating in events as well as all other times, irrespective of the number of events you enter.

Additional tips:

- **Consult a specialist broker:** They can guide you towards the right policy.
- **Read event regulations:** Understand specific insurance requirements.
- **Stay informed:** Keep up-to-date with changes in regulations and insurance options.

Remember: Safety and clarity are paramount. By being an informed participant, you ensure a smooth and enjoyable motorsport experience and help safeguard the future of your beloved sport.

Photographs courtesy of [M&H Photography](#)



The above is produced by REIS Insurance. The principle is the same for all Motorsport insurance brokers

Damian Long

Well our rallying doesn't get any less adventurous in this report! Following on from the disappointment of Snetterton the car went to Baz and Alex at Rallyworld as reported in our last report. The outcome was the floor needed rewelding and strengthening around the four link boxes, a new raised part in the boot was fitted to allow enough travel on the watts linkage and new rear Proflex dampers sourced and fitted. Additionally to this a new alternator was fitted and new cam cover. All this needed to be completed before March 17th for the Dukeries rally at Donington park. It really was tight and there was a point where we considered cancelling the entry but we persevered!

We finally collected the car on the Thursday before the rally, so on the Friday a quick check over, load up and Saturday morning we made the trip up to Donington. Saturday went well, we setup , noise tested and scrutineered without issue, signed on and retired to the hotel for the evening.

Sunday morning we were greeted with quite heavy rain and winds, but this didn't dampen our enthusiasm and Olly and myself prepared for the stages whilst the support crew made tea and bacon rolls!

Stage 1 was upon us and it was still very wet, and this being our first time at Donington park we exercised a little caution and got round without drama finishing 33rd out of the 98 starters so this was a good start. Stages 2 and 3 went without issue and the rained had stopped and the ground was drying quickly and we made up a few places. Stage 4 we went to the dry tyres and continued to maintain position 25th overall. Stages 5 and 6 were the last two and these also went without drama which was new territory for us! After the last stage we had moved up to 24th overall by 1 second. So this was our first finish to date! The crew and support team were very pleased to have finished but also impressed by the result with mixed weather, our first time driving at Donington and first finish!

The car performed great and barely a spanner was needed all day, only a change to dry tyres. This gave us a lot of optimism following the past problems. So, we loaded up and made the long journey back to Lowestoft.

I will also include our next rally in this report as it would not make a long read on its own!

After Donington we had a couple of weeks before our next event, the Alan Healy memorial rally at Cadwell Park on March 31st Easter Sunday. So the car was back in the workshop, cleaned and spanner checked without too much to do after the success of Donington.

Saturday before the rally we set off towards Lincolnshire and Cadwell park, arriving in the mid-afternoon sunshine which was very pleasant, again noise and scrutineering went well, we signed on and went back to the hotel for the evening with a lot of optimism for a good result follow the last rally.

Sunday morning was misty and a little damp but as we approached stage 1 the mist cleared and we started on dry tyres, all good for the start. Unfortunately, it did not last long, on the second round of the first stage we encountered what we thought was a misfire, we could not continue and had to pull off on the infield as we had no power, we were also followed by a large cloud of smoke!

Although gutted to have pulled off and not complete stage 1 we hoped it was as simple as a coil pack or spark plug issue and hoped to be able to rejoin. We had to wait until after SS 2 to have a tow back to service where the crew were waiting with spares. Unfortunately, it quickly turned out the problems were worse and a quick fix was not possible, early signs pointed to a head gasket issue. So our rally was quickly over and it was time to load up and head home disappointed again! After the highs of Donington this was very disappointing for the team as we thought we were getting somewhere with the reliability of the car.

Easter Monday was spent investigating the issues and the outcome was not good. It became apparent that a valve had dropped into the cylinder on number 3 and smashed all four valves, the cylinder head and the piston. More investigations revealed the cylinder block was also cracked. So the situation now is the engine is pretty much a right off. This will not deter us though! The search is under way to find someone to build a replacement stronger unit, which is in the final stages of discussions so hopefully the car will live again in the coming months.

At this point we don't have any events planned and will see what is on once the car is rebuilt and tested again!

Thanks again go to Olly Marshall for navigating; he is thinking about taking a coat in the boot as he's getting cold waiting to be recovered! Thanks to Barry Marshall for catering and servicing. Thanks to Jody for servicing and tea making and Yen and Mum for support and everyone else that's helped us or come to support us. Thanks to all of the organisers and marshals for supporting the events.

We will be back soon.....





38E©



38E©

One for the junior drivers.

This change was approved and implemented by MSUK from 1st February. Effectively, the abolition of the 1400cc rule and the introduction of the max 110bhp limit opens up the 1500cc MG3 and even the 'new' ZS!

Note it does not change anything else i... See more

Section S – Sprints, Hill Climbs & Drag Racing

Wording redrafted following consultation for clarity purposes.

Added text

deleted text

Proposed Regulation

Junior Sprint & Hill Climb

7.1.9. Junior Sprint and Junior Hill Climb Competitors aged 14 to 16 may compete until the end of the year of their 16th birthday, at Interclub status, in vehicles of the following types which will be classified separately from each other:

(a) a Standard Car of no more than ~~1400cc~~ 110bhp maximum power output and in compliance with 11-~~until the end of the year of their 16th birthday.~~

(b) A ~~(a) Alternately Junior Sprint and Junior Hill Climb Competitors aged 14 to 16 may compete, at Interclub status, in a vehicle in compliance with N7.1 (Junior Rallycross), N4.21 (Junior Autocross), Q7.1 (Junior Car Racing) or R45 (Junior Rally) and would be required to be classified separately.~~ Tyres must be to List 1A, List 1B or as specified in the regulations of a current Junior Car Racing Championship. ~~(b) Any Competitor entering a vehicle in compliance with Q.7.1. or R.45. will be required to present their junior formulae licence.~~

7.1.9.1. Junior Sprint. New Competitors will be required to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part, subject to the following:

(a) Start singly and run over the duration of the course at least 3 times.

(b) A Motorsport UK licensed driver may accompany the new Competitor, subject to approval of the Clerk of the Course.

(c) Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other Motorsport UK Permitted events.

7.1.9.2. Junior Hill Climb. For participation in Junior Hill Climb events the Competitor must have gained signatures for having successfully completed a minimum of three Junior Sprint events.

11. Regulations for Standard Cars

11.1. Description

11.1.1. Standard Cars– Saloons and Sports Cars produced in quantities of not less than 5000 per annum of unitary construction, two wheel drive and up to ~~(except for Junior sprint and hill climb per 7.1.9)~~ 2litre engine capacity. The cars must be manufactured after 1st January 2000 and be type approved. Any replacement components fitted must be a Standard Part/Standard Pattern Part.

Spring Auto Solo Reports and Pictures April 21st 2024

Round 1 of the 2024 [@angliamotorsportclub](#) Autosolo Challenge was definitely one to remember (both good and bad)! Having done the 2023 Championship and now moving into the 2.0 litre Autosolo Class, it was always going to be a challenge!

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The first few tests were going well! With a couple of mistakes but good pace, I was able to put some good times in, placing me near first in class. However, it would only last until the end of the second set of tests. A circlip coming loose and pulling the wheel bearing away from the front hub would be the end of my day. Luckily, I was able to get out marshalling in the afternoon, and it was a great laugh as always!
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Thank you to @sportingcarclubofnorfolk for putting on another great Autosolo. With some fantastic tests on offer, there was something to suit all cars!



Scott showing us how he does Autotesting at Hethel

Big thanks to Lotus and everyone who organised, stewarded, stood in the rain or helped put together today's AutoSOLO at Hethel. It was my son Arun's first competitive drive and he loved every minute of the day. If he ends up in a life of motorsport then make no mistake; it started right here.

And yes, he did beat me on one test. In a Micra. And yes, he's only 16 so he doesn't actually drive yet.

Ian Thompson

His smiles is what makes it all worth it, Ian! Well done both and glad to see that you had a good day. This message makes me very happy as you know how much I love getting people involved, particularly the young ones! Hope to see you both out again soon.



James Portway

It was a fantastic day & brilliantly organised - pls we Second the thanks especially to the wind beaten Marshalls!! from Car 19/21



Andrew Pearson

Good to see youngsters getting experience behind the wheel before they even have a license. Can't beat having basic car control under your belt early. Not so easy to find a farmer's field or on airfield today. Well done Arun

Nigel Cook

Second your comments Ian, and nice to meet Arun too! Catch up soon 😊👍

Dick Lines

Brings back memories of Robin on his first event a few years ago, finished up with 1 x Comp Classic Mini as well as 3 targa / road rally cars currently sat on the drive 🙄

DVSA makes big MOT change affecting every driver in UK this week

Story by Alex Evans



MOT file photo© PA

A big change has come into effect as of this week which will impact all drivers across the UK when it comes to MOT time.

The DVSA's MOT system is well known to drivers, requiring a road worthiness mechanical check of the entire vehicle every year once your car is over three years old.

But the [Driver Vehicle Standards Authority](#) has implemented a sweeping change as of April 29 which will alter the way drivers receive their MOT test results.

Normally, a mechanic would hand you a summary of the MOT along with the elements which passed or failed, usually including checks on brakes, tyres, headlights, mirrors and other vital elements of the car.

The DVSA has scrapped paper printouts in most cases and says test certificates from now on will be issued digitally in order to be more 'environmentally friendly'.

The DVSA's Gordon Thomson said: "Now that we're able to offer certificates digitally via the MOT history service, we want to move away from issuing a paper copy of pass certificates at the time of test.

"The MOT history service contains the digital test record for every vehicle. It provides the most up to date and secure way to check the MOT history. Using this service also reduces the need for paper and is more environmentally friendly.

"Now that digital certificates are available, from 29 April this year we are going to stop printing MOT pass certificates, by default, at the time of the test. In most cases, you won't need the physical piece of paper and I'd encourage you to view the vehicle's record on MOT history instead ensuring the details on the certificate are correct and check for any advisory items.

"But, by exception, the VSA will still print a copy if you really need one - for example, if you have any difficulties accessing the internet.

"We will continue to print failure certificates for the time being. We are considering whether to take the same approach with failures in the future and it would be useful to receive any thoughts or comments you may have.

"We will of course let you know if we intend to change our approach moving forward."