

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

June 2012



photo courtesy of Bill Henderson

Flying Scotsman Vintage Reliability Trial

Events in June

**Thursday
14th June**

Production Car Autotest

Tibenham Airfield

**Contact
David Bell**

**Thursday
21st June**

Clubnight

Ugly Bug Inn

**Contact
Howard Joynt**

**Sunday
24th June**

**Midsummer Vintage
& Classic Car Run**

**Starting from
Whitwell & Reepham Railway**

**Contact
Martin Newson**

Inside this issue	
The Latest ...	3
2012 Calendar	4
Editorial	5-6
Marshals Post	7
Flying Scotsman	8-9
Road Rallying	10
2012 Clubmans Championship	11
Anglian AutoSOLO Challenge	12-15
Miscellaneous	16+

Included with this edition:

[Spotlight by Email
Registration Form](#)

Clubmans
Championship

Production Car Autotest

Tibenham
Thursday 14th June

Anglian AutoSOLO
Challenge

Autosolo & Autotest

Waterbeach Barracks
Sunday 8th July

Editor

Martin Newson
01502 716280

Spotlight articles should be emailed to:
cjnewson32@yahoo.co.uk

or mailed to:
Spotlight,
32 Queen Elizabeth Drive,
Beccles,
Suffolk
NR34 9LP

Contacts

President **Pat Ward**

Management Team

Chairman **Martin Newson**
cjnewson32@yahoo.co.uk
01502 716280

Vice Chairman **Howard Joynt**
howardjoynt@googlrmail.com
07917 060052

Club Secretary **Richard Johns**
anna.richard@tiscali.co.uk
01692 538629

Treasurer **Lynne Wellbelove**
lynnewellbelove@btinternet.com
01953 483640

Competition Secretary **Mark Annison**
lorraine.annison@btinternet.com
01263 513052

Social Secretary **Howard Joynt**
howardjoynt@googlrmail.com
07917 060052

Membership Secretary **Julian & Sara Riley**
01953 850808

Child Protection **Christine Newson**
cjnewson32@yahoo.co.uk

Web / Chief Marshal **David Bell**
percy@sccon.co.uk
01603 720871

Company Secretary **David Leckie**
01603 893294

Committee Members **Trevor Addison**
Bernie Fox
Mike Lambert
Andrew Lawson
Peter Riddle
Gordon Wellbelove

The Latest ...

Social Events

Howard – Social Secretary:

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

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **Ugly Bug Inn** at Colton

Please join us there on **Thursday 21st June** for the next Natter & Noggin

Diary Dates

Wednesday 6th June
Management Meeting at the Ugly Bug Inn, Colton

**Thursday 14th June
Clubmans Round 5
Tibenham PCA**

Thursday 21st June
Club night at the Ugly Bug Inn, Colton

**Sunday 24th June
Midsummer Vintage and
Classic Car Run**

Wednesday 4th July
Management Meeting at the Ugly Bug Inn, Colton

Thursday 19th July
Club night at the Ugly Bug Inn, Colton

Wednesday 1st August
Management Meeting at the Ugly Bug Inn, Colton

Thursday 16th August
Club night at the Ugly Bug Inn, Colton

**Sunday 19th August
Clubmans Round 7
Navigational Scatter**

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Lynne Wellbelove or David Bell.

Thursday 14th June
Clubmans Round 5
Tibenham PCA

Sunday 17th June
East Anglian Classic

Sunday 24th June
Midsummer Vintage and
Classic Car Run

Sunday 1st July
Javelins Jumbo Jymkhana

Sunday 8th July
Waterbeach Autosolo

Monday 27th August
Hutton Kitchens Brands Hatch
Summer Stage Rally

Sunday 21st October
Lynn Charity Stages

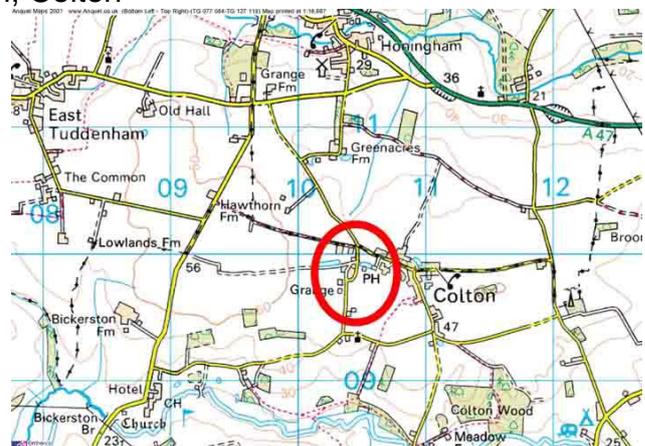
Tibenham Production Car Autotest

Thursday 14th June

Round 5 of the 2012
Clubmans Championship

Norfolk Gliding Club
Tibenham Airfield

Ugly Bug Inn, Colton



2012 Dates	Event	Champ.	Contact(s)
Monday 2 nd January	New Year Treasure Hunt & Scatter	Clubmans	Howard Joynt & Bernie Fox
Thursday 19 ^h January	Club night		
?	Production Car Autotest	Clubmans	John Peterson
Friday 27 th January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 th February	Club night		
Friday 24 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 9 th March	March Hare		Ian Doble
Thursday 15 th March	Club night		
Friday 30 th March	12 Car	12 Car	Chris More
Thursday 19 th April	Club night		
?	Broads Explorer Classic Scatter		Howard Joynt
Sunday 29 th April	Autosolo	Clubmans	
Thursday 17 th May	AGM		David Leckie
?	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 14 th June	Production Car Autotest	Clubmans	David Bell
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
?	Autosolo	Clubmans	
Thursday 19 th July	Club night		
Thursday 16 ^h August	Club night		
Sunday 19 th August	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Thursday 20 th September	Club night		
Friday 28 th September	12 Car	12 Car	
Thursday 18 th October	Club night		
Friday 26 th October	12 Car	12 Car	
Sunday 4 th November	Production Car Trial	Clubmans	David Leckie
Thursday 15 th November	Club night		
Friday 30 th November	12 Car	12 Car	
Thursday 20 th December	Club night		

www.scon.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Chairman's Report June 2012

Another 2 events again for the club this month, the AGM and another round of the Autosolo series with our friends from West Suffolk Motor Club in charge this time.

The AGM had a good turnout of club members, meeting at the White Horse Inn in Trowse on the edge of Norwich. The main business of the day was taken up with the official reading of the accounts, minutes from last year etc. Dave Leckie should be putting together the minutes from this year ready for this newsletter.

A small marshalling team ventured into deepest Cambridgeshire to help West Suffolk Motor Club run their round of the Autosolo series at Waterbeach. It meant a very early start for me and Christine; I managed to load the important things into the van on Saturday night (camping stove, soup, cakes etc).

As we arrived at around 7.45, and straight away asked to set-up the tests, and with the big area we were allowed to use it meant that

we could run three tests at a time, we had enough marshals from SCCON to run test 1, Adrian Sayers and I were starting and stopping the watches Christine doing the check sheet and Paul and Phil keeping an eye on cone strikes and wrong directions. Adrian and I managed to keep our tests flowing quite well, as one car finished another was started so we could get through the 30 or so entries in double quick time.

You will see from the results scon managed to come away with one or two awards, I would like to mention a new member of the car club Matt Willgoss.

This was only the second event Matt has ever entered; he had an outstanding result with second in class and third overall. This was achieved in a diesel Renault Clio, he was only 5 seconds or so behind first in class. What a result and I wonder what sort of result he would have had in a car which handled and accelerated.

One piece of news from the AGM is that the cost of membership might need to go up next year (no one can

remember when the last raise was) as the cost of stamps jumped up so much this April. To counter act this we will be giving the membership the option of having the newsletter emailed to them meaning you can read the mag where ever you are in the world. If enough people take this offer we might be able to put off the price rise for another year. Please make the effort of filling in the form which is in with this newsletter and indicate whether you want yours by mail or by email it is important we know your views. All forms should be returned to Dave Bell as soon as possible.

Do not forget the Autotest at Tibenham on Thursday 14th June in the evening, the club house will be open with food and drink available.

You will see below news of another prize drive from M Sport, do you think you deserve to win this prize or do you know anyone who should. Contact me Martin Newson (01502 716280) as soon as possible as you will need a supporting letter from the car club.

Following the recent increase in postal charges the Management Team have decided to give Club Members the option to receive their monthly edition of Spotlight electronically instead of a paper copy through the post

There is a simple registration form to complete included with this edition

The newsletter will be placed on the club's web space and a link will be emailed to Club Members who register

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201206.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

Adobe Acrobat Reader is available as a free download from get.adobe.com/uk/reader/

The concept of the Search for a Rally Star competition is to reward a committed member of a motor club with a drive on a national rally in a Ford Fiesta R2 supported by M-Sport and Castrol EDGE. The car will be painted in the same livery as the M-Sport run Ford World Rally Team cars, and the winner will receive testing and tuition from M-Sport before the event.

We want to get the motor clubs involved in helping us find a Rally Star to drive the Fiesta, which is why we've asked every entrant to include a letter of support from their motor club. So it's a great chance for clubs to help us determine who really deserves this opportunity.

The contest is open to all UK and Ireland residents aged 18 and over. A panel of judges will select six finalists, who will be invited to Rallyday at Castle Combe on August 18 to take part in a series of driving and assessment tests. The judges will take their performance in that event into consideration when selecting a winner.

Full details of how to enter are on the attached flyer, but here are some guidelines to consider:

This is not a young driver contest, and we are not necessarily looking for the absolute fastest driver. We are simply looking for someone who really deserves this opportunity as a reward for their commitment to rallying and their motor club.

Some competitive experience would be useful. The assessment at Rally Day at Castle Combe for the six finalists will include a driving element.

Motor clubs can support as many entries as they like.

Entries should be sent to mn.rallystar@haymarket.com

The closing date is June 30, 2012

Castrol EDGE **SEARCH FOR A RALLY STAR** IN ASSOCIATION WITH **MOTORSPORT NEWS**

Have you got the strength to perform as a works rally driver?

Castrol EDGE and Motorsport News are searching for a rally star to drive their Ford Fiesta R2 to success! Tell us why you should be our rally star and you could win a works drive in a national rally, with full support from M-Sport and Castrol EDGE

HOW TO ENTER

Send us an email explaining why you deserve to be our rally star. What have you done to show your commitment to rallying? What makes you a rally star?

You must include a letter of support from your motor club

Email mn.rallystar@haymarket.com. Please include an address and daytime telephone number. Closing date: June 30, 2012

Six finalists will be invited to Rallyday at Castle Combe on August 18 to take part in a series of driving and assessment tests

The winner from Castle Combe will receive testing and tuition from M-Sport before tackling a rally in a Castrol EDGE-liveried Ford Fiesta R2

To find out about other Castrol EDGE motorsport visit castroledge.com/motorsport **Castrol EDGE**

Terms and conditions: No entries will be accepted from the employees or their families of Haymarket Magazines Ltd or other companies associated with this competition. The competition is open until midday Saturday June 30, 2012, and to UK and Ireland residents only. Only e-mail entries will be accepted. The winners will be notified by telephone after the close of the competition. The judges' decision is final and no correspondence will be entered into. The prize is non-transferable and no alternative prize will be given. Haymarket Media Group would like to contact you from time to time by phone, email or SMS, with offers and product information which we think would be of interest to you. By entering this competition and giving us your details we deem you to have consented to this. However, if you do not wish to receive such information from us, please write to us at: Data Controller, Haymarket Circulation, Haymarket Media Group, Shoreditch, London, N1 1JF, or email dataprovider@haymarket.com.

Marshals Post

David Bell

Upcoming club events – Tibenham Production Car Autotest, Midsummer Vintage and Classic Car Run

Other clubs:

East Anglian Classic on Sunday 17th June based at Barnham Broom organised by Chelmsford Motor Club

Javelins Jumbo Jymkhana on Sunday 1st July at Carver Barracks (near Saffron Walden) organised by Chelmsford Motor Club

Waterbeach Autosolo and Autotest on Sunday 8th July at Waterbeach Barracks (near Cambridge) organised by Eastern Counties Motor Club & West Suffolk Motor Club. MARSHALS REQUIRED PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP

Hutton Kitchens Brands Hatch Summer Stage Rally on Bank Holiday Monday 27th August at Brands Hatch Circuit organised by Chelmsford Motor Club

Lynn Charity Stages on Sunday 21st October at Sculthorpe (near Fakenham) organised by King's Lynn & District Motor Club

Further information (if any) available from David Bell on 01603 720871 – there are also links to the relevant sites on the Marshals page on the club website (www.scon.co.uk/SCCoNMarshals.htm) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Upcoming Events page on the club website (www.scon.co.uk/SCCoNCalendar.htm)

			
	Title	Pub Date	Edition
131	Boston & Spalding	22/02/12	D2
132	North West Norfolk, King's Lynn & Fakenham	30/03/11	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	06/10/09	D2
134	Norwich & The Broads, Great Yarmouth	11/12/09	D2
143	Ely & Wisbech, Downham Market	17/11/08	D1
144	Thetford & Diss, Breckland & Wymondham	18/04/11	B3
154	Cambridge & Newmarket, Saffron Walden	13/11/09	D2
155	Bury St Edmunds, Sudbury & Stowmarket	12/01/12	<u>D2</u>
156	Saxmundham, Aldeburgh & Southwold	27/08/08	B2

Flying Scotsman 2012

Vintage Reliability Trail

A few notes about the event held between the 20th and 22nd of April 2012.

We entered in our 1937 Riley Sprite .Which is a small twin cam 1500 cc two seater sports car which I had spent the entire winter fettling for the event, amazing how warm quilted boiler suits are. As the previous year my daughter was entered as driver and I the navigator.

All too soon scrutineering took place the afternoon of the 19th all when well apart from on the run to Cambridge when it jumped out of third gear, a problem I had tried to cure two days before with a new pretence spring on the ¾ selector rod .The only bit of the winter fettle I let somebody else do as gear boxes are not my thing, which goes back to my youth when I spent weeks on end machining gears and vowed never again.

The evening was spent studying the route book test diagrams etc for the event and catching up with old friends with whom we would be locked in battle over matters of seconds for the next three days.

The start took place outside the American Hanger at RAF Duxford .What an amazing sight seeing 110 Vintage cars lined up for the start. Friends were there to see us off and perform on the first test which was a simple affair in front of the main hanger. It helped Georgina to get her eye in having only driven the car for 15 miles prior to the event.

Next up was a test at Weston Woods which any of you rally boys know is a wet and muddy ex military area somewhere in Suffolk. All ok, with a familiar face at the finish control. All tests on the event have a target time which

if bettered is still the time you receive. We were quite close on occasions throughout the event but never beat it, some of course did.

Then to a short Jogularity on the by roads of Suffolk, land marks with a time you need to be there to the second and you can find a timing marshal at any of the points. Sounds simple but try it in a vintage car in the pouring rain.

Then on to Lavenham for a test on the old Airfield. SCCON where out it force, my forbearing wife on the start control and Dave Bell, Howard Joynt, Bernie Fox, Chris Edwards and Peter Askew as observers. I managed to see them all largely because of all the waving and shouting. Many thanks all of you.

A brief break at the Whisky Distillery at East Harling where half my office where out to cheer us on.

Then to Saham Toney/ Bradenham for another Jogularity on familiar 12 car roads

Next was Hill Farm near Beeston the scene of a number of East Anglian Classic Stages in the past and one that Georgina had driven before but the other way round. The other half of SCCON seemed to be manning this stage. Peter Morris was sorting us all out, Phil Webb was in charge as always and Jonathon Simpson was starting us. Hidden half way down the stage was our Chairman Martin Newson with Christine, Adrian Sayers and others I did not quite clock, a tight chicane which our little car did not have much problem with. On through a stop astride in the big dip and to the finish where Pat Ward, Mike Lambert and Andrew Lawson were lurking. Many thanks all of you we did not get any penalties so we

must have cleared all the cones! Then it was off on a pleasant run to Sandringham visitor centre for lunch which was excellent.

We then came to our nemeses of the event a Jogularity near Fosdyke. The sky became very dark so I conceded that the roof, if you could call it that, should go up. It proved a wise decision as the heavens opened just after we started the Jogularity. While putting the roof up two foreign competitors jumped in front of us, this was to prove a mistake .Soon after we started at a change of speed from 25 to 20 mph the Jogularity instruction said CARE! Sharp left bend over brow. As we approached we could see a commotion and one of the Alfa's had gone straight ahead and impaled itself on to concrete blocks. There was now two cars rapidly trying to catch up lost time only to catch a muck spreading tractor. All this made us 33 seconds late at the first timing point, not good news, we were not pleased.

Then followed a high speed run through Lincolnshire to Byton Raceway, which I had never been to, by this time the rain was coming down like stair rods. This was the venue for lap consistency test a sighting lap, a timing lap at which you set your speed within a prescribed speed window. We chose to go nearly as quickly as we could as my experience of these things is that it easier to go quicker. We then tried to produce two more identical lap times which we almost did without being able to see the edge of the track the rain was so hard. This concluded the day with the finish at the Forest Pines Hotel near Brigg close to the Humber Bridge. A pleasant surprise for George and I was to see my son, Joshua, in park ferme. He helped me check the car out while my hard worked

driver when for a nice hot bath. Excellent meal while we all recounted the days events. Went to bed worrying if the gearbox would last the event as it was becoming increasing noisy.

We finished the day 33rd and we were seeded in this position for the next day our 33 second delay had cost us dearly.

First up on the second day was a 55mile map reading exercise with 14 timing points and two passage checks timed to the minute. No room for error, which luckily there was not as we waited outside all the controls.

Then a Jogularity, which went ok, into a speed test at Duncombe Park where we put in a good time in the pouring rain. Georgina is braver than me I have decided.

Lunch was at the Black Swan at Helmsley which provided a pleasant break from the rain, there were hundreds of spectators in the market place.

Rievaulx Abbey was next with a map based Jogularity on maps of different scale which is always confusing. The timing was made difficult by the well know ford where the river runs along the road for 75m. It was deep following all the rain but we managed it without problems, not all did.

Another speed test at Cliffe Hall just after a hail storm made it interesting particularly when my driver decided the quickest route round cones was to take to the grass verges.

Final control of the day was in the Radisson Hotel in Durham next to the river. The day's results, when published at 9.00pm, indicated we had moved up the field a little we were now 27th. We went to bed

feeling a little better about the day. I drove the car to refuel that night and found it difficult to find the gears. We needed to keep our fingers crossed.

Into the last day first up a Jogularity where the gearbox finally got the better of George and we got bogged down on a steep hill, with difficult to identify timing points. We roared into the first timing point too early, despite me calling to slow down. We all know what drivers are like when they get something in their heads, 30secs early, 'bugger' to say it mildly.

It was then into the first true Regularity of the event using speed tables and map reading. I prefer this to Jogularity but that's a personal thing. We were spot on time on that one, I think. Immediately into another Regularity defined by junction form, simple stuff if you 12 car. This was followed by yet another Regularity the start marshal warning us of a deep ford, it certainly was, but we were ok.

We then made our way to Kelso showground for a belt around some cones which in my book was the best test on the event. I last visited Kelso in my youth to play Rugby and nothing seemed to have changed. Then on to Floors Castle for a break and Lunch. What a wonderful spot on the banks of the Tweed.

Straight into a very muddy test in the grounds which had us sliding all over the shop much to George's delight, so much so that she almost shot the stop astride. Then into the final Regularity with speed changes and some 12 car type navigation designed to catch out the now very tired crews, all went well.

The final test of the event was at the Scottish Showground adjacent

to Edinburgh Airport. The start was delayed because the lead car had over turned on the test; the navigator breaking her shoulder, otherwise all was well. We were soon on the test as we were set off at 30 second intervals which created some fun, as faster car were catching some of the slower cars. We managed to keep well ahead of a Bentley which had won at Le Mans in its hay day .What an experience to be amongst such great cars being driven as they should be not just being admired in a Museum.

Then to the finish at The Old Course Hotel at Saint Andrews where the champagne flowed.

When the results were announced we had moved up further and had finished 22nd, 4th in class which George and I were pleased with, bearing mind our delay on the first day and the nursing of the gearbox which was now on its last legs (a job for the summer!). Some 15 odd cars did not make it of 110 that started. It should not be under estimated what 900 miles of hard driving on modern roads do to cars built before 1940.

I dropped Georgina of at the Airport in the Morning and made my way slowly to Jedburgh where my Father and Cousin meet me with a truck and the trailer for a gentle drive home stopping at the Crab and Lobster to keep my energy up!

A fantastic event which I am lucky enough to have a car to compete in.

Roll on next year.

A final thank you to all of you who took time out to marshal, it is appreciated by all who competed.

Julian Riley

Road Rallying May Round Up

Altratech 061 – 12th / 13th May

The 4th round of the EMAMC, 8th round of the ANWCC and 2nd round of the Peak Trophy Championships; starting as usual at Flowflex in Buxton, finishing at the Wellington near Taddington, maps 118 & 119 and teamed up with Paul in the Proton.

Not an event that has done me any favours in the past, 5 starts and only two finishes (although both finishes came with a driver with the initials PR). The organising club is still on the naughty step after the 2010 event earned then a big slap from the MSA, not a event I would class as user friendly, usually well put together but run with a degree of arrogance. This year running at 19 in class 2 (Expert) and joined by Jonathan & Ian running at 33 in class 3.

The navigation was plot & bash but the majority of the bashing was join the dots on pre-printed London Road Book style map sections, maps handed out at signing on, route cards distributed around the route. One tip for budding navigators, use some of the time between signing on and leaving M1 to mark up where the map sections overlap – trying to cope with instructions like use map 1, plots on maps 1 & 3, use map 3 on the hoof is not recommended!

One thing obvious from the time card was the combination of 18 minute sections timed to the minute and the event being observed would make dropping time on the standard sections quite difficult. The event started off with two runs at a test around the start venue, several standard sections (only one timed to the second) and two runs at a second test to start and end the second half.

The route covered the usual roads to the west of 119 and east of 118. Goyt valley, Axe Edge, High Edge, Stannery Ford, Hardings Booth, Brund, Ecton, Brund Hay, Oxbatch, Gib Tor, Burntcliff Top, Macclesfield Forest, Jenkins Chapel, Goyt Valley into petrol in Buxton. The second test ran along the very rough and steeply downhill white past Fivewells Fm (nr Taddington) and was used to start and finish the second half. In between were some more standard sections Priestcliffe Ditch (very rough), Kirk Dale, Ditch Cliff, Youlgreave Triangles, Haddon Hall, Monyash, Taddington Moor, Flagg Moor and a non competitive run along the Chelmorton white to the second go at the Fivewells Fm test and the finish.

As expected the majority of crews cleaned the standard sections. Sadly we were not in the majority, having spent up to 5 minutes waiting at the controls timed to the minute a stupid mistake on the only section timed to the second cost us 22 seconds (convinced myself that we'd driven through a secret check only to reverse back to discover it was actually a couple of spectators in Hi-Viz tops shining a torch at the cars). 14 seconds covered the top 7 (1st and 2nd tied on 3:13) and us 9th on 3:57 (our only claim to fame was that we were the only crew in the top 11 not to win an award!). Oh yes and what were my words to Paul as we queued up for the start of the first test – 'take it steady – you won't win it on the tests – all you can do is lose it' – oh how wrong I was!

Can't fault the event; roads, route instructions and marshals were all first class. Two observations: Early on in the first half the route went through Stannery Ford, a challenge when the weather has been dry so it didn't take a big crystal ball to forecast cars drowning out – a 4x4 would have

been a good idea – Jonathan & Ian will confirm that it is very frustrating sitting in a queue caused by a drowned motor. Priestcliffe Ditch is very rough. The strange thing is that to use both Priestcliffe Ditch and Stannery Ford the route has to pass through very PR sensitive farms, so why use them?

Another tip for budding navigators; the run out from M1 to N1 included the first 2 tests. M1 was the start of the first test with 18 minutes to do the 2 tests and drive through Buxton to Errwood Reservoir. In theory everyone should have been OK at M1 on their scheduled minute. Unfortunately car 10 clouted the kerb on his first go at the test and damage inspection put following cars back a minute. It was quite surprising to see several cars between 12 and 18 picking up fails for an early arrival at N1 (whatever you do YOU CANNOT MAKE UP TIME AT A NEUTRAL TIME CONTROL). This event uses one of the weirdest ways of numbering controls that I have come across.

The second test site (Fivewells Fm) is the usual finishing section for the event. It starts off very fast yellow into very fast white and then deteriorates very rapidly into steep downhill footpath into deeply rutted riverbed – larger spread of times here although we did manage a 2 second improvement on the second run. Bit of a Subaru benefit with car 2 quickest on 00:54 / 00:53 compared to our 01:03 / 01:01.

Happy with 9th o/a, Jonathan / Ian suffered badly in the Stannery Ford queue and ended up 24th o/a.



2012 Clubmans Series Championship

Provisional Calendar

Round 1 – Monday 2nd January

Scatter

Round 2 – POSTPONED?

Production Car Autotest (Grass - Snetterton)

Round 3 – Sunday 29th April

Dual Permit Clubman Autosolo and Autotest

Round 4 – tbc

Production Car Autotest (Sealed – Snetterton)

Round 5 – Thursday 14th June

Production Car Autotest (Sealed – Tibenham)

Round 6 – tbc

Dual Permit Clubman Autosolo and Autotest

Round 7 – Sunday 19th August

Scatter

Round 8 – Sunday 4th November

Production Car Trial (Lyng)

One or two changes to the Provisional Calendar:

Round 4 (PCA) is looking for a date change – perhaps July

Round 7 (Scatter) will be organised by Paul Brunton & Nick Wale

Anglian AutoSOLO Challenge

Eastern Counties Motor Club - Sporting Car Club of Norfolk - West Suffolk Motor Club

Results are available for the first event

SCCoN Sunday 29th April Tibenham Autosolo and Autotest

Results are available for the second event

WSMC Sunday 20th May McCullough's Waterbeach Autosolo and Autotest

Regs are now available for the third event

ECMC Sunday 8th July Waterbeach Autosolo and Autotest

Sadly still waiting for some Tibenham Titbits so I'm not holding my breath in anticipation of some Waterbeach Words of Wisdom! The weather was a bit kinder, drizzle in the morning, dry in the afternoon but quite chilly all day.

From my role as half the Results Team it all went relatively to plan (and I think we only got as far as plan B). Three tests in the morning and three tests in the afternoon with three runs at each. Similar set up to Tibenham with the main difference being that running in car number order was rather more strictly enforced – it does make it so much easier for observers and results. There was another squeaky bum moment when, as predicted, the spreadsheet creaked somewhat once I got into the uncharted territory of runs 19 thru 24. Good to see that my PC appears to be waterproof although sitting at a trestle table in the middle of an airfield puts a new spin on the term 'open plan office'.

What is the difference between a Clubman Autotest (CA) and a Production Car Autotest (PCA)?

The AutoSOLO Challenge is running under a dual CA permit whereas the club's usual events run under a PCA permit.

The main difference as far as club members are concerned is for a **PCA** the driver **MUST** have a passenger and for a **CA** the driver **MUST NOT** have a passenger.

Slightly more technical (and not really of any interest) differences are that the fee per driver paid to the MSA is different (**CA** £5.55, **PCA** £3.95) and timing (**CA** timed to the previous tenth of a second, **PCA** timed to the previous second).

Why dual permit?

The MSA rules for an AutoSOLO stipulate that the car **MUST BE ROAD LEGAL AND DRIVEN TO THE EVENT**, however for an Autotest the car does not have to be road legal and can be trailed to the event.

Who is going to Waterbeach? **MARSHALS AND COMPETITORS REQUIRED**

www.scon.org.uk/aac12

Anglian AutoSOLO Challenge

Waterbeach

#	Driver	Car	Class	Total	Class	O/A
10	Peter Zytkeiwicz	Ford Fiesta	A2	778.4	FTD	1
6	Adrian White	BMW 318 is	A2	830.4	1	2
12	Matthew Willgoss	Renault Clio 1.5D	A2	835.3	2	3
18	Ian Webb	MG Midget	B	839.5	1	4
24	Geoff Hodge	Caterham 7	C	842.5	1	5
8	Frank Pettitt	Renault Clio 182	A2	846.1	3	6
26	Alan Hockham	Caterham 7	C	850.0	2	7
27	Ian Rowles	Westfield sei	C	850.1	3	8
28	Philip Mullane	Mazda MX5	B	852.7	2	9
11	Sam Weller	Peugeot 106 Gti	A2	869.6	4	10
30	John Peterson	Mini Clubman	D1	872.3	FTD	11
14	Christopher Pettitt	Mazda MX5	B	878.8	3	12
16	Tony Burchnall	Ford Fiesta	D1	892.7	1	13
21	Peter Hanman	MGF	B	911.9	4	14
19	Adam Cable	Mazda MX5	B	913.0	5	15
5	David Leckie	Nova	A1	915.7	1	16
1	Garth Collier	Renault Clio	A1	919.8	2	17
3	Simon Hatfield	Peugeot 106 Quiksilver	A1	925.8	3	18
25	Geoff Spencer	Westfield 7	C	950.6	4	19
2	Duncan Christmas	Fiat 126	A1	958.3	4	20
20	Mike Herbert	Mazda MX5	B	969.5	6	21
22	Chris Barns	Porsche Boxster	B	969.6	7	22
15	Kevin Fisher	MG F	B	973.2	8	23
7	Darren Sharman	Porsche 928	A2	1012.1	5	24
33	Ben Cutting	Caterham 7	E	1021.4	1	25
29	Daniel Warner	MGF	B	1030.2	9	26
32	Jonathan Sharp	BMW 320i	D2	1060.5	1	27
23	Brian Rattenbury	Toyota MR2	B	1069.4	10	28
31	Leigh Travail	Ford Fiesta	D1	1073.9	2	29
17	Geoff Hirst	MG Midget	B	1124.7	11	30
9	Lee Hunt	Citroen Saxo	A2	DNS		
4	Richard Pearson	Mini	D1	DNF		

32 entries, 31 starters and 30 finishers

#	Driver	Car	Class	Total	SCCoN	O/A
12	Matthew Willgoss	Renault Clio 1.5D	A2	835.3	1	3
30	John Peterson	Mini Clubman	D1	872.3	2	11
5	David Leckie	Nova	A1	915.7	3	16
1	Garth Collier	Renault Clio	A1	919.8	4	15
22	Chris Barns	Porsche Boxster	B	969.6	5	22
23	Brian Rattenbury	Toyota MR2	B	1069.4	6	28

Waterbeach Photos



photos courtesy of Rob Stacey

Anglian AutoSOLO Challenge

Overall

AutoSOLO – top 25								
O/A	Driver	1	2	3	4	5	6	Total
1	Peter Zykiewicz	16	16					32
2	Ian Rowles	15	12					27
	Simon Hatfield	15	12					
4	Garth Collier	13	13					26
5	Adrian White	12	13					25
6	Philip Mullane	11	13					24
7	Geoff Hodge	8	15					23
8	Sam Weller	13	10					23
9	Matthew Willgoss	10	12					22
10	Christopher Pettitt	8	12					20
11	Peter Hanman	21	21					27
12	Geoff Spencer	25	25					27
13	David Leckie		15					15
	Ian Webb		15					
	Tomasz Marciniak	15						
16	Chris Barns	8	8					16
17	Alan Hockham		13					13
	Mark Banham	13						
19	Marvin Epton	12						12
	Matthew Helm	12						
21	Duncan Christmas		11					11
	Frank Pettitt		11					
	Josh Ward	11						
	Tony Headland	11						
25	Adam Cable		10					10
	John Mac Neice	10						
	Sam Headland	10						
AutoTEST								
O/A	Driver	1	2	3	4	5	6	Total
1	John Peterson	16	16					32
2	Ben Cutting	11	15					26
3	Tony Burchnall	12	13					25
4	Jonathan Sharp		15					15
5	John Wadeson	13						13
	Leigh Trevail		12					12
7	Alan Hockham	10						10
8	Candy Wadeson	9						9
9	Roger Kett	8						8

Miscellaneous

East Anglian Classic - Sunday 17th June 2012

www.eastanglianclassic.co.uk

East Anglian Classic

Sunday 17th June 2012



Photo courtesy of www.mandh-photography.co.uk

2011 Winners - Martin Neal/Richard Dix



Chelmsford Motor Club

JLT Sport / MSA Motor Club of the Year 2009

www.chelmsfordmc.co.uk

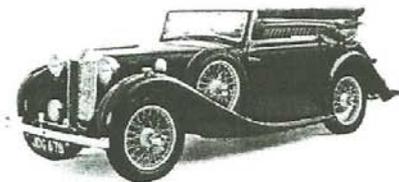
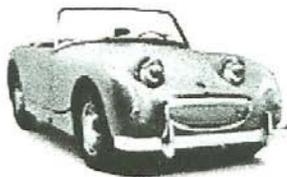
Supporting the East Anglian Air Ambulance

CLASSICS ON THE GREEN

FRISTON

NEAR SAXMUNDHAM SUFFOLK

THURSDAY 5TH JULY FROM 4.00PM



*Bring your veteran, vintage or classic car
or bike- or just bring your friends and family
along to see the classics*

*All types of vehicle that were in production
before 1970 are welcome. Please let us know
if you are coming with a classic by emailing:*

classicsfriston@aol.com

*Free entry - all donations to Friston Church
Sat navs: IP17 1NP*