

SCCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

February 2013



photo courtesy of John Overton

Events in February

**Friday
8th February**

**Canada Garage Motorsport
12 Car**

North Walsham

**Contact
Mark & Lorraine Annison**

**Thursday
21st February**

Clubnight

Ugly Bug Inn

**Contact
Howard Joynt**

**Friday
22nd February**

**Your Ideal Shop
12 Car**

Watton

**Contact
Howard Joynt & Bernie Fox**

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Committee Members	

Downloads available:
(via website or contact David Bell for a paper copy)

[Your Ideal Shop 12 Car
Regs & Entry Form](#)

[Waterbeach AutoSOLO and Autotest
Regs & Entry Form](#)

2013 March Hare 12 Car Challenge

Friday 22nd March

Organised by King's Lynn & District Motor Club

Contact Martin Newson or David Bell for more information

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 February** for the next Natter & Noggin

Diary Dates

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

Friday 8th February
12 Car Round 4
Canada Garage Motorsport

Sunday 10th February
2013 ECT Round 3
Brickhill Trial
Falcon Motor Club

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

Friday 22nd February
12 Car Round 5
Your Ideal Shop

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

Friday 15th March
12 Car Round 6
Lyng Garage

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

Friday 22nd March
March Hare

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.

Saturday 16th February
Xpart Rally
Bury St Edmunds
Chelmsford Motor Club

Sunday 10th March
Motex Honington Targa Rally
MOD Honington
Chelmsford Motor Club

Friday 22nd March
March Hare
Downham Market
King's Lynn & District
Motor Club

Sunday 14th April
Cadman Construction
Honington Stages
MOD Honington
Chelmsford Motor Club

12 Cars

Round 4
Canada Garage Motorsport
8th February

Round 5
Your Ideal Shop
22nd February

Round 6
Lyng Garage
15th March

[Ugly Bug Inn, Colton](#)



2013 Dates	Event	Champ.	Contact(s)
Thursday 17 th January	Club night		
Friday 8 th February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 21 st February	Club night		
Friday 22 nd February	12 Car	12 Car	Howard Joynt & Bernie Fox
Friday 15 th March	12 Car	12 Car	David Bell
Thursday 21 st March	Club night		
Friday 22 nd March	March Hare		David Bell
Thursday 18 th April	Club night		
Sunday 28 th April	AutoSOLO		
Thursday 16 th May	AGM		David Leckie
Sunday 16 th June	Norwich Forum		David Leckie
Thursday 20 th June	Evening Autotest		
Sunday 23 rd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 7 th July	AutoSOLO		
Thursday 18 th July	Evening Autotest		
Thursday 15 ^h August	Club night		
Thursday 19 th September	Club night		
Friday 27 th September	12 Car	12 Car	
Sunday 29 th September	Targa Rally		
Thursday 17 th October	Club night		
Friday 25 th October	12 Car	12 Car	
Thursday 21 st November	Club night		
Friday 29 th November	12 Car	12 Car	
Thursday 19 th December	Club night		

www.scon.co.uk/SCCoN2013Calendar.htm

Minimum Ages for competing on events			
Road Rally Navigator	12	Stage Rally Navigator	16
Sporting Trial Driver	16	Car Race	16
Production Car Trial Driver	15	Production Car Passenger	12
Standard (Production) Car Autotest Driver	14	Minicross	14
Autotest Driver	16	Autosolo Driver	16
Sprint Driver	16	Autocros Driver	16
Anything else requires a full RTA			

Editorial Chair

Martin Newson

Chairman Reports it is cold outside.

As I write this it has turned a little cold outside, to prove a point our travels back and forth to Stowemarket on two mornings we saw -13 on the van thermometer. On two trips it took over two hours to cover the 38 miles.

This month's natter and noggin was on January 17th another cold night, some of us ventured over to the Ugly bug as normal on arrival there were no lights on. Rob the landlords son greeted us to tell us they had lost most of their power so they had to close very early. By now our number had swelled to 10 so we moved to the Showground Premier Inn.

So if you turned out to this natter and noggin it was not our fault they were shut and Rob had seen you he would have sent you on to the Showground, sorry.

Team SCCoN stepped out on Saturday 12th January to marshal at Brands Hatch for Chelmsford's Winter Rally. It was a cold but fine day, we marshalled in the same spot as last year meaning Christine's kitchen was soon open.

Our team was made up of Christine Newson, Suzanne Newson, Dave Bell, Paul Doodson, and me Martin Newson. We were assisted by the west Suffolk crew of Dinga, Keith Waldrige and John Boot.

Later we were joined by Tony Hewitt and family, and club president Pat Ward.

With stage maps in hand it would appear that we would be "doing" the stage changes after stages 2, 4, and 6. In general everything went very well, but it did get exciting a few times normally after Dave said that the drivers were behaving themselves, and then the cars would slide through the cones and barriers leaving a mess for us to tidy up before the next car charged down on us at speed.

Breakfast was proved by Christine and Suzanne just at the right time along with a cup of tea or coffee (for those who like tea and coffee) to warm everyone up.

It was a close finish with only a handful of seconds covering the top four crews (as you can see below).

Our Barry Sawyer was out navigating for Paul Moran in his Mk2 Escort they started at number 63 and finished 29th and 12th in class C; we hope to have a report from Barry soon.

Brands Hatch Report

Stage rallying returned to Brands Hatch and once again opened the 2013 Brands Hatch season with the MGJ Engineering Brands Hatch Winter Stage Rally on 12th January 2013.

Paul King and Alicia Miles led the event after the first five of eight stages, having won both the first two stages outright. With conditions dry but the stages slippery and rain, snow or sleet forecast for the afternoon, it was a closely fought battle at the front with any one of the top six cars looking like they could take the win at the halfway point.

Stage 5 saw Dean Thomas and Mark Burt, in their Davrian Dav-Tec Mk8, take their first outright stage win of the day and their charge continued throughout the afternoon.

However by Stage 6, with their Davrian showing signs of overheating and only three seconds between them and the second placed [Ford Escort RS](#) of King / Miles, and Jeremy Straker / Simon May in their Darrian T9 rapidly closing, the pressure was on with Thomas looking for his first ever overall win on a stage rally.

As darkness started to close in for Stage 7 and a flurry of snow and drizzle making the already interesting conditions trickier, Straker / May won Stage 7 to keep the pressure on. Thomas / Burt went into the final stage with only 10 seconds covering the top three cars of Thomas / Burt, King / Miles and Straker / May. King / Miles chose the wrong tyres and spun on Stage 8 and despite a scare when Thomas / Burt ran wide at Graham Hill Bend, Thomas / Burt held on to win the 2013 MGJ Engineering Brands Hatch Winter Stage Rally

from the 2012 winner Jeremy Straker.

Chelmsford Motor Club once again secured a full entry within days of entries opening. The capacity field enjoyed the variation of stages on offer, which utilized the full venue including the Indy circuit, paddock, pit lane and rally course. With improved access for spectators with access to Paddock Hill and the rally stage, the event was well supported by spectators, marshals and competitors alike.

Clerk of the Course Gary Nicholls commented, "We are pleased with how everything went and thanks must go to MSV and Jonathan Palmer for their co-operation and continuing their support of stage rallying at Brands Hatch." Event winner Dean Thomas said, "I'm really pleased to have picked up my first ever win. With the car overheating on Stage 6, we weren't sure what would happen but the temperature gauge packed in so we didn't worry about it. I thought that was it when we went on the grass on the last stage, but I'm really pleased to have won considering the car has been built from nothing as it was just a road car two years ago Thanks to all involved."

Award Winners

1st Overall Dean Thomas / Mark Burt (Class B) Davrian Dav-Tec Mk8 46:07
2nd Overall Jeremy Straker / Simon May (Class C) Darrian T9 46:15
3rd Overall Royston Carey / Bridge Carey (Class C) [Renault Clio](#) 172 46:22
1st Class A Tony Capon / Stanley Graham Rover GTi Metro 53:05
1st Class B Brian Stevens / Matt Carter Honda Civic 51:17
1st Class C Paul Diamond / Steve Cox Ford Escort MK 2 46:53
1st Class D Paul King / Alicia Miles Ford Escort RS 46:30
1st Class E Mark Clarke / Richard Arnold Mitsubishi Evo 7 47:41

Other than the Brands rally January been a very quiet month on our motor sport front but it is not going to last just look at last month's issue with all those dates, and we do not have the full list of rallies from Chelmsford there and the first one of these is on 16/17th February with the Xpart

The XPart Rally is a day/night endurance road rally for lightly modified two-wheel drive cars limited to 1400cc petrol and 2000cc diesel non-turbo engines, built to the Endurance Road Rally formula. This event will be run in support of Help for Heroes; last year CMC events raised over £3000 for charity.

Scrutineering will be Friday night and early Saturday. Competition will start early on Saturday morning. The route will be centred around Bury St Edmunds, with well over 100 miles of selectifs at various venues in Suffolk, Norfolk, Cambridge and Essex.

The event will start and finish at the Ramada Hotel, Bury St Edmunds, A special rate of £50 bed and breakfast has been negotiated with the hotel for those crews who wish to stay Friday 15th / Saturday 16th and/or join the organisers in the bar after the event.

The route instructions will be straightforward. Similar to last year, tulip road books will be provided and complemented with detailed selectif diagrams to ensure that crews of all abilities can complete the rally.

Feb 10th Car Trial at Brickhill

Organised by Falcon Motor Club

Feb 24th Car Trial at Holbecks

Organised by West Suffolk Motor Club

Mar 10th Car Trial at Harlton (New Date)

Organised by Cambridge Motor Club

On 10th March 2013 Chelmsford Motor Club will promote a single-venue Targa Rally at RAF Honington near Bury St Edmunds. This will be the first of several CMC Targa rallies at various venues in 2013. Those of you who have competed on our previous gymkhanas should not notice a difference in the format except that the skill tests have been omitted.

As the event runs to MSA rally regulations we have to pay increased insurance costs in 2013, and for this reason we have raised the entry fee for all our Targa rallies to £50.00.

We are electing to run our events as Clubman Status - which avoids the need for an MSA competition licence, but means all competitors must produce a club card from an invited club at signing on.

We have dropped the Historic class for 2013 (as classes have to be ability-based) but events will offer an

award for best historic if there are 5 or more entries with pre-1982 cars.

New 2013 rule R18.6.6 for daylight road rallies allows cars to be more than one colour, and to carry up to 1250 sq cm of advertising (the area of 2 sheets of A4 paper).

We will need to provide the full names of all drivers, navigators, marshals & car registration details to the base prior to the event.

If you are not sure which car you are bringing, or might bring extra people to marshal, put them all on your entry form or email the Entries Secretary or Chief Marshal. If the base security personnel are not advised in advance of names/reg numbers access will be denied. It is better to have too many names than arrive without pre-notification.

We are expecting to use the main gate and vehicle passes will be issued on entry. The passes need to be placed in a box at the security barrier upon exiting the venue.

Keep an eye on the Chelmsford Motor Club for additional information.

It is that time of year again!!!!!!!

Your Membership to the Sporting Car Club of Norfolk is do for renewal at the end of the month, it looks as if we will hold the membership fees as it has been for the last 8-10 years. £14-00 for a single person and £18-00 for family, we will not be able to hold these prices for ever.

Our management team is the same as you and has to pay the membership fee, being on the management team carries no privileges on any front.

***Everyone's membership is due for renewal on April 1st, please send it into
Sara Riley at
The Thatched Cottage
Bond Street
Hingham***

Please make the cheque out to Sporting Car Club of Norfolk Ltd

If paying by bank transfer or by standing order please let Sara know (via e-mail where possible on sara @riley4740reeserve.co.uk) this will ensure minimal delay in sending your membership card to you. Lynne only receives quarterly bank statements and it can take some time before information reaches the Membership Secretary.

BACS Payments Bank Account details Sort Code 55-61-18 Account No 11252154.

The newsletter is now available electronically 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/201302.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/

Marshals Post

David Bell

Upcoming club events – Canada Garage Motorsport 12 Car, Your Ideal Shop 12 Car, March Hare 12 Car, Lyng Garage 12 Car

Other clubs:

Xpart Rally on Saturday 16th February based around Bury St Edmunds organised by Chelmsford Motor Club

Motex Honington Targa Rally on Sunday 10th March at MOD Honington organised by Chelmsford Motor Club

Cadman Construction Honington Stages on Sunday 14th April at MOD Honington organised by Chelmsford 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.sccon.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.sccon.co.uk/SCCoNCalendar.htm)

March Hare 12 Car

Annual inter-club challenge

6 crews from SCCoN

6 crews from KLDMC

Organised this year by King's Lynn & District Motor Club

Friday 22nd March

100 miles

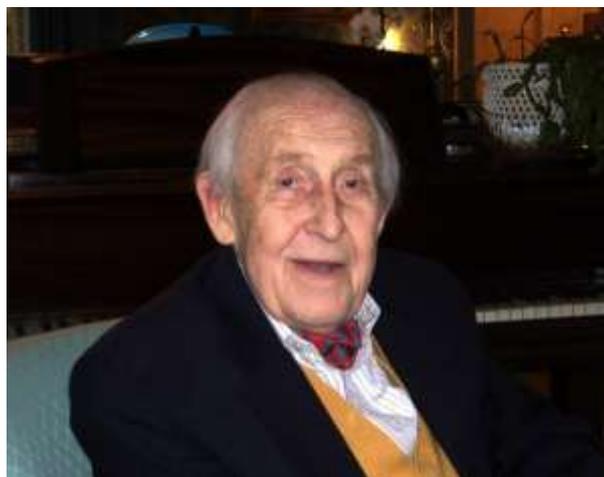
Starting and finishing from Hylton Gott (Downham Market)

Entries by invitation

If you would like to compete or marshal please contact Martin Newson or David Bell

JOHN OLORENSHAW 1926 – 2012

ONE OF THE EIGHT FOUNDER MEMBERS OF THE SPORTING CAR CLUB OF NORFOLK



John Olorenshaw, along with seven other car enthusiasts founded the Sporting Car Club of Norfolk in 1951. Petrol had become more readily available after war-time rationing ended in 1950, and the country was looking forward with great optimism to better times in the years ahead.

Sadly John died on 28th December and his funeral at Christ Church, Eaton on 17th January was attended by over two hundred people, including SCCON members Jim Deacon, Damian Conway and Peter Riddle.

John shared his father Frank's great interest in Veteran and Edwardian cars and they ran a 1901 De Dion Bouton and later, a 1913 Sunbeam. In 1988 John organised The 'Very Flat' Norfolk Rally for the Veteran Car Club of Great Britain and for which he obtained sponsorship from the Eastern Daily Press. Participants were offered a choice of route of 37, 69 or 89 miles, to suit the varying capabilities of their veteran (pre-1905) cars. One of the highlights of this event was to recreate a scene that had been photographed on 23rd June 1903 at Eaton Grove, Norwich. Eaton Grove was then the home of J. Dawson Paul, one of the founders of Boulton and Paul Limited, and it is now part of Norwich High School for Girls. The 1903 photo shows the 27 cars that had gathered for the third meeting of the Norfolk Automobile Club.

At SCCON's 50th Anniversary Dinner held at the Assembly House in Norwich, John gave an impromptu speech about the history of our club, telling us about the prestigious first annual dinner in 1952 when one of the guests was Councillor Leonard Howes, the Sheriff of Norfolk, and the main speaker was the Chief Constable. John recalled that the guest speaker at the club's 25th Anniversary dinner, held at the Hotel Norwich in 1976, was Stuart Turner who'd just been made a Director of the Ford Motor Company after masterminding so many motor sport successes for the Ford Escort. John recalled spending happy times with SCCON and helping to organise many road rallies. He surmised that they were perhaps easier to run in those days. John remembered many U.S. Air Force servicemen who competed on rallies and autotests during the 1950's in their M.G. and Jaguar XK120 sports cars, and he maintained lasting friendships with American former SCCON members 'Woody' Corkran and Harry Wise.

More recently, SCCON was so pleased that John, accompanied by his wife Sylvia, was able to attend the club's Diamond Anniversary celebration event at Kimberley Hall and the current members of SCCON really appreciated that he also brought along one of the "special cars" for our main display.

Charles Cowlin is now the last surviving founder member of SCCON. Charles conveys his sadness at hearing of John's passing, but still remembers, with great fondness, navigating for John in his factory-prepared Sunbeam Talbot 90, one of 450 cars that were entered in the 1951 Daily Express National Motor Rally.

For most of his working life John was managing director of The Norwich Motor Company in Prince of Wales Road and, at his funeral, his friend David McCall asked "Would you buy a second-hand car from this man?" For a man with the honesty and integrity of John Olorenshaw, the answer was a very definite "Yes".

All of us who have gained so much enjoyment from SCCON events over the past sixty one years, owe a debt of gratitude to John who retained a continuing interest in our club. Thank you John.

Peter Riddle January 2013

LE JOG 2012

LE JOG 2012 - Friday 1st - Tuesday 5th December 2012

Lands End to John O'Groats the hard way.

Organized by the Historic Endurance Rallying Organization.

Just after the end of the Mull Rally I decided to have a fifth go at this event the last time I entered Le Jog was in 2008 in a Ford Zodiac. I was to navigate but it threw its main bearings before the starting flag but that's another story. This year the old Saab V4 was wheeled out of the shed. We haven't used it much recently but it did go reasonably well on Le Jog in 2007. Rob Kitchen of Norfolk Classic and Sports Cars who knows a thing or two about long distance events ran his experienced eye over the old girl and did a number of jobs at short notice. Very many thanks Rob you did an excellent job.

As he did in 2007, my old mate Chris Edwards, fresh from his winning of the 2012 Swinging 60's Group 2 Sports car race series in his Lotus 7, agreed to drive not a lot of difference!!!

As is the form with Le Jog the basic route is sent to you 10 days before the start so I had a number of long evenings plotting all the controls etc. on the 1:50,000 OS sheets which cover the main route plus the other 16 non essential OS sheets (1560 miles in total). They were all arranged and marked up for easy recover in the dead of night somewhere in the middle of nowhere.

Organization and car preparation is the key to the event and getting enough rest before the start. It's like 30 twelve cars back to back. We decided to travel down to Lands End on the Thursday before the event and enlisted the help of two SCCON stalwarts Howard Joynt and Phil Webb to trailer the car as far as Exeter. Gearing on the Saab makes motorway driving a little uncomfortable 90 mph at 6000 rpm. Many thanks lads it was a great help. We made the Navigation talk by Tony Davies on the Thursday evening which we wanted to attend as we understood the new course coordinator was introducing some more difficult navigation just to make the whole job even harder which proved to be the case. We had a meal that evening in a pleasant pub in Sennan Cove and needless to say Edwards chatted up the prettiest girl on the event. We retired to our B&B to contemplate the event.

Friday morning scrutineering all went well with our old mate Peter Elliot giving us the necessary slip of paper to present at signing on and receive our first batch of Additional Route Instructions. A wonderful array of machinery was present and half the field were foreign. It took us all afternoon to digest the final instructions and first set of navigations handouts all that bit more complex than previous years. Then it was out to the pre event dinner at the Lands End Hotel, always a quiet affair as the competitors contemplate what is in store. When we returned to your B&B one crew was still plotting and declined any help.

Now to the event - 67 cars entered the event, 25 regularities (up to nearly 60 miles long timed to the second at average speeds of less than 30mph); 2 navigational sections; 28 tests (many at night) and numerous control points along the way with specific in and out times to maintain, together with constant map reading on 1:50,000 OS Sheets. What fun! It was rumoured that the weather was to get much colder as the event unfolded, just to add that extra challenge.

Saturday morning all went as well as could be expected through the South West apart that is when my racing driver mate forgot his left and right in a test 500m from the start!! Slowed us down a little. Racing only involves keeping it on the black bit with the occasional white green and red bits when you are trying hard!! High river levels resulted in the loss of a fording test something the Saab is good at. We arrived at Cardiff Gate services to undertake a test around one of the car parks at 19.00 hours Saturday evening and to be given the next set of route instructions which took us to the night halt at

Llangollen in North Wales via West Wales. Just enough time to do all the plotting and have a bite to eat. Then it was back to it.

Regularity E started well we had caught and passed three competitors in front of us who were not keeping to time we were at last into the meat of the event. (to average 30 mph on narrow yellows can be hard enough but then add very steep hills, standing water, timing points and slower cars increases the degree of difficulty). Down hill in the trees having been gaining height for a number of miles called a 3 right came out of the trees looked up from the maps and timing sheet - Oh shit!! Black Ice! We were going straight for a telegraph pole. Car ended up nose first in the hedge nearside front wheel hanging over a ditch front offside parked on the pole and offside rear wheel 2 feet of the ground. Chris was out quickly to warn the next car to find he could barely stand up on the black ice. As he left the car the door slammed shut on my hand in the door jamb as I was hauling myself out of the left hand seat. It certainly hurt a great deal and blood was everywhere. We set up the warning triangle and the OK board, warned a few cars and Chris set about patching me up. When we had recovered a little we considered our plight, gave the course co coordinator our position on a dodgy mobile signal and waited for the course closing car. We could not move the old girl with one front wheel hanging in mid air over the ditch belled out on the sump guard. The car was saved from falling in the ditch by the branches of a small tree. We attached a tow rope ready for a pull. The course closing car came along, a brand new 5series BMW, no chance all we succeeded in doing was cooking the clutch. We were loaned a shovel and spent the next 30 mins. Shovelling out dirt from beneath the belly of the car and the back of the sump guard. Next along was Bill Price the Ex.BL competition Dept.man who has dealt with most things. He was in a most inappropriate car, a Peugeot Estate, which he was cursing. We sorted out three tow rope to move his car off the black ice to get some grip; broke the tow rope and the recoil smashed the plastic front end in. We had two or three more goes to pull her out to no avail. Considering what to do next and a small white Seat van came trundling up the road out jumped two burley Welshmen who had been running a time control just up the road and had heard of our problem, "*No bother, we will get you out of there*". The van was turned round and this time with the tow rope around the offside rear stub axle. I again standing in the offside corner of the boot bouncing the car into a squarer plane while the other four pushed where they could and the van driver kept the tension on the rope and kept nudging the clutch and inch by inch the car came out of its resting place. Celebrations all round we had been in the ditch for 3hours and had decided we needed to cut to the night halt.

The Welsh lads escorted us to Llanwrtyd Wells where we picked up the main A roads north. Now off the Rally route the next problem was where to get fuel in darkest Wales at 2.00 am on Sunday morning. Some drunken young lads in Builth Wells told us of a Tesco all nighter in "Dod" which transpired to be Llandrindod Wells. We luckily found the Tesco (not a place normally frequented by an independent retailer such as Chris, but needs must) checked into our hotel at Rally HQ at 4.00 am for a well earned rest.

The next day (Sunday) started at 8am. Through central England went reasonably well apart from when I confused a white road with a yellow and we missed a control which Chris spotted up a side road retraced our steps for a correct approach and got a 300 second penalty. The highlight was Stanhope Ford which only Le Jog is able to ford these days, lots of spectators, one was heard to say '*they will be OK the distributor is at the back of the engine*'. I'm always amazed by the knowledge people have of old bits of kit. A number of Tests were cancelled due to ice and snow. We arrived at the night halt near Newcastle at 20-00hrs Sunday in falling snow.

Good nights sleep, waking to a covering of snow with the first test around the hotel car park which was interesting. The run out on Monday morning was along snow covered roads where we had no grip at all compared with fellow competitors on snow tyres. A number of crews had tyres flown in over night and the Europeans were of course all ready on them.

We made slow progress to the start of the first regularity with the engine temperature rising despite

the cold. Got to the start of the first reg, where a look under the bonnet revealed we had lost water. The regularity was cancelled so we decided to divert into the small town of Bellingham before we tackled the Kilder Forest. Pulled up outside the CoOp for some more water and a further look when a lad stuck his head in the bonnet and said *'my workshop is just down the lane, call in if you need some help'*. As he left I gave the engine the beans and saw the leak under pressure. The hose on the outlet of the water pump had a hole in it, firing a jet of water onto the exhaust manifold. It had to be the worst hose on the V4 to change particularly with only one good hand! Got the car to his workshop and proceeded to strip the alternator and various other engine parts to get at it. In meantime our workshop man had been home (he was a Historic Rally man) to get what he felt would be the right size hose it is a very odd size. He was correct luckily and before long we were on our way again on a route cut to the lunch halt at Cardrona which Chris had planned while I was under the bonnet. The out time had been extended by half an hour because of the slow progress made by all the teams. The Rt. Hon. Sir David Steel was manning the control; the old car movement does have allies in the House of Lords.

We then moved on around Glasgow via regularities and test (One was on Oban Airport down the main runway in the dark) on to Fort William as the weather deteriorated still further. Two hour break here; spent the entire time plotting while having a spot to eat ready to get back on the road at 22-00hrs.

Straight into Regularity S which after 3 miles we came upon a queue of Rally Cars at the bottom of a short sharp hill which was now polished ice. We attempted it and only got 10m. up the hill. Should we put the spare wheels on which we had already fixed the snow chains on? Decided better of it having looked at others struggling to do so in torch light and freezing cold (now 6 degree below) and with many others retraced our steps back to the main road where progress was slow with rally cars in the hedges at the side of trunk roads!!. Tackled Reg T but ran close to OTL and had to cut the next Reg to reach Skiach services for more route information and the last leg Northwards.

The route was now being cut by the organizers because the controls could not be established as the weather got worst still. Now 3.00am on Tuesday and we are racing round a Kart track at Little Ferry which is nearly on the beach and free of ice as a consequence. Fantastic drive in fresh snow, in which we had some grip, along the single track A897 from Helmsdale to Dounreay, with secret passage checks to catch out the weary crews we were now near the front of the event as there had been so many offs during the night. With the sun rising over North East Scotland into the final Reg on which I did not even read my own route plot correctly it is amazing the mistakes you make when you have been in the left hand seat for 29 hours. Crossed the finishing line at 10.30am with a great sense of achievement considering what we had encountered. We both sat down for Breakfast all of a shake which seemed to be a common condition.

Chris's remarkable driving skill had got us up to 21st overall despite all the issues and of the 67 starters only 31 finished the majority having crashed out on the ice and snow. Drove to Wick and piled into bed at Noon to wake at 5 o'clock on Tuesday afternoon and a well desired beer in a Wick pub with a couple of race car drivers from Luxemburg (they where in an MGA which had a big dent at front end). Then it was to the prize giving dinner which was a lively affair as deeds of daring were exchanged.

Travelled home the following day ,Wednesday, loading the car onto the trailer north of Edinburgh and arriving home at 2.00am on Thursday as snow fall had grid locked Newcastle. Still recovering from the event as I write this but already thinking of next year's event. Snow tyres, a higher diff ratio and a longer arm on the hand brake will be a must.

Julian Riley

(I have tried to give a flavour of what such an event is like but it is one of those things which only taking part truly tells the story a bit like the Mull Rally a month before true Bucket Jobs)

2012 / 2013 12 Car Championship

Round 1 – Friday 28th September - P & H Novice 12 Car

Organised by David & Katy Leckie and sponsored by Pat & Henry Fairhead

Round 2 – Friday 26th October - SCA Race and Rally 12 Car

Organised by Jonathan Stimpson and sponsored by Alan Shrimpton

Round 3 – Friday 30th November - Waveney Mushrooms 12 Car

Organised by David Mann & Robert Aldous and sponsored by David Mann

Round 4 – Friday 8th February - Canada Garage Motorsport 12 Car

Organised and sponsored by Mark & Lorraine Annison

Round 5 – Friday 22nd February - Your Ideal Shop 12 Car

Organised by Howard Joynt & Bernie Fox and sponsored by Chris Edwards

Round 6 – Friday 15th March - Lyng Garage 12 Car

Organised by tbc and sponsored by Dennis Ward

Timetable for ALL rounds:

Entries open on the Wednesday 16 days before the event and close on the Friday 7 days before the event

There will be a slight change for this season's Championship, in an effort to save postage the event regulations and entry form **WILL NOT** be sent out with the newsletter. They will be published on the website 7 days before entries open; however if anyone is desperate to receive a paper copy please contact the Championship Co-ordinator and a copy will be posted to arrive before entries open.

	Event Date	Regs & Entry Form Published	Entries Open	Entries Close
Round 1	28-09-2012	05-09-2012	12-09-2012	21-09-2012
Round 2	26-10-2012	03-10-2012	10-10-2012	19-10-2012
Round 3	30-11-2012	07-11-2012	14-11-2012	23-11-2012
Round 4	08-02-2013	02-01-2013	09-01-2013	18-01-2013
Round 5	22-02-2013	30-01-2013	06-02-2013	15-02-2013
Round 6	15-03-2013	20-02-2013	27-02-2013	08-03-2013

www.scon.co.uk/SCCoN201212Car.htm

2013 Eastern Trials Challenge

Round	Date	Event	Organising Club
1	1 st January	Seckford Trial	Eastern Counties MC
3	10 th February	Brickhill Trial	Falcon MC
4	24 th February	Holbecks Trial	West Suffolk MC
2	10 th March	Harlton Trial	Cambridge CC
5	24 th March	Wattisfield Trial	West Suffolk MC
6	12 th May	Mile Tree Trial	Falcon MC

New for 2013, a series of Trials organised by Eastern Counties MC, Cambridge CC, Falcon MC and West Suffolk MC

2013 Anglian AutoSOLO Challenge

Round	Date	Venue	Organising Club
1	17 th March	Waterbeach	West Suffolk MC
2	28 th April	t b c	Sporting CC of Norfolk
3	9 th June	t b c	Easter Counties MC
4	7 th July	t b c	Sporting CC of Norfolk Falcon MC
5	15 th September	t b c	Cambridge CC Eastern Counties MC
6	6 th October	t b c	West Suffolk MC

Following on from the 2012 Anglian AutoSOLO Challenge.

Same format as last year, dual permit Clubman AutoSOLO and Autotest.

Struggling for venues but hopefully the dates will not change.

Two new clubs joining in the fun this year, welcome to Cambridge CC and Falcon MC.

Miscellaneous



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Behind Fakenham Auto Electrical

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T: +44(0)1328 855595 **W:** www.norfolkclassiccars.co.uk

 Ordnance Survey®		Pub Date	Edition
	Title		
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, Aidedburgh & Southwold	27/08/08	B2

SNIPPETS

Speeding

Having collected some points on my licence for travelling at 36mph at 6-30 a.m. on a totally deserted road (!), I thought I'd look at the early history of speeding.....

Many reference books say the first convicted speeder was Walter Arnold of East Peckham for driving his German Lutzmann automobile along Paddock Wood High Street in Kent at 8mph on 28th January 1896. The policeman measured Mr. Arnold's speed with a stop-watch and then had to chase after him on his bike! Walter was fined a shilling. In early 1896 the limits were 2 mph in towns or villages and 4mph elsewhere. Later that year, the Locomotives & Highways Act upped the limit to 14 mph, with the proviso that Local Government Boards could change it to 12 mph in their own area. These speeds were based on what was considered to be a normal ("not furious") speed for a horse rider or a horse-drawn vehicle.

But Hampshire Constabulary claim an earlier prosecution of Mr J.A. Koosen of Southsea in 1895 (date uncertain). He was fined a shilling for driving at the "reckless speed" of 6mph and the court levied a further 15 shillings and 7 pence in costs making a total of nearly 83p in today's money. Mr Koosen drove another Lutzmann that he'd imported during 1895 when there were only 14 or 15 cars in Britain. In 1898, the Lutzmann company was sold to Adam Opel's sewing machine and bicycle company and two of Adam's sons, Wilhelm and Fritz, started to build modified Lutzmann cars that they sold as Opels.

Crossing the Atlantic - in a Jeep?



Ford Jeep GPA



Half-Safe

At Christmas I was given a book of cutaway drawings reproduced from Eagle comics of the 1950's. One of the most incredible is of a sea-going craft called the "Half-Safe".

It was based on the Ford Jeep GPA - an amphibious version of the wartime Jeep built between 1942 and 1943. The GPA was discontinued because it was heavy and slow on land and it didn't perform well in water either. On several occasions when shallow water crossings were attempted, it sank into the mud while much lighter standard Jeeps, fitted with wading kits, just drove straight across!

But that didn't stop Australian Ben Carlin from modifying one with the intention of crossing the Atlantic in it with his American wife Elinore. He fitted a rudder, new bow, a cabin, an extra 220 gallon fuel tank and a radio. He had several false starts from Montreal, variously terminated due to Elinore's sea-sickness, hull leakages, rudder failure, burnt-out clutch, prop-shaft bearing failure and lack of fuel. Once they drifted for a week 270 miles from land until they were picked up by a Canadian ship. Carlin then tried out two floating fuel tanks towed behind Half-Safe, but they continually collided and chafed, so the eventual solution was to tow a single bright yellow floating tank that increased the total fuel capacity to 735 gals. They finally set off from Halifax, Nova Scotia, in July 1950, a year after their first departure attempt. After 32 days, including an engine de-coke and then replacing a failed head gasket, they reached the Azores, west of Portugal. Next they set course for the Canary Islands, but they encountered Hurricane Charlie on their way to Madeira and were fearful that Half-Safe would be sunk. After landing in what is now Western Sahara, they drove to England where a major rebuild of Half-Safe was completed.

Not content with his accomplishments so far, Carlin continued with various companions via Yugoslavia, Greece, Iraq, India, Burma, Australia and Japan, crossing the North Pacific by sea and returning to Montreal in May 1958. During its circumnavigation of the world, Half-Safe completed 11,050 miles by sea and 39,000 miles overland and it still exists, now residing at Ben's old school in Australia. See also:-

British pathe news clip: <http://www.britishpathe.com/video/the-half-safe>

You tube clip: <http://www.youtube.com/watch?v=z-Gqi-RlbOO>

Peter Riddle January 2013

REGISTRATION FORM FOR ICENI MGOC 14th BOADICEA RUN SUNDAY 19th MAY 2013 – ROUGHAM CONTROL TOWER
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NAME:**ADDRESS:****POST CODE:****TEL NO:****EMAIL:***(Will be used for sending out further documentation)***MAKE OF CAR:****MODEL:****REG NO:****YEAR:****YOUR PREFERRED START TIME:****10.00-10.29 / 10.30-10.59 / 11.00-11.30****SECOND CHOICE START TIME:****10.00-10.29 / 10.30-10.59 / 11.00-11.30**

Entry Fee: £20.00 per vehicle .

This includes entries, bacon bap & hot drink (max 2 per car) at the start, rally plaque and route book. Please make cheques payable to: **ICENI MGOC**. Profits from this event will be donated to local charities as decided by Icen MGOC.

*Dogs allowed at Rougham if kept on lead***Declaration:**

I declare that during the whole period of the event, my entry will be covered by insurance for full third party risks. I agree to indemnify and hold harmless the organisers of the event from any claim for any accidental damage or personal injury whatsoever caused by my vehicle or driver thereof whilst taking part in the event or journeying to and from the event and I agree to produce the insurance documents if so requested.

SIGNED:**DATE:**

Confirmation of acceptance & final details will be sent to you. The closing date for entry will be 10th May 2013. Rally plaque & route books will be given out on the day.

Please send your entry, cheque with a SAE (or email address) to:**ICENI MGOC (Boadicea Run)****12 Meadow Way, Poringland, Norwich, NR14 7LZ.****Tel: 01508 493561****e-mail: boadicearun@gmail.com**