

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

April 2013



Photograph taken by Robin Aitken at Shelsley Walsh last July

Events in April

Thursday
18th April

Clubnight

Ugly Bug Inn

Contact
Howard Joynt

Sunday
28th April

Debden
Autosolo

Carver Barracks

Contact
David Bell

Inside this issue	
The Latest ...	3
2013 Calendar	4
Editorial	5-7
Marshals Post	8
24 hours in a PV544	9-10
Road Rallying	11-13
2012 / 2013 12 Car Championship	14-17
2013 Clubmans Challenge	18
2013 Eastern Trials Challenge	19
2013 Anglian AutoSOLO Challenge	19
Miscellaneous	20+

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

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

[South Suffolk Classic Car Run
Regs & Entry Form](#)

[Midsummer Vintage and Classic Car Run
Regs & Entry Form](#)

[Peoples Choice Car Show
Entry Form](#)

2013 Anglian Autosolo Challenge Round 2

Sunday 28th April

Organised by West Suffolk 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 18th April** for the next Natter & Noggin

Diary Dates

Wednesday 3rd April
Management Meeting at the Ugly Bug Inn, Colton

Thursday 18th April
Club night at the Ugly Bug Inn, Colton

Sunday 28th April
2013 AAC Round 2
Debden AutoSOLO
West Suffolk Motor Club

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

Sunday 12th May
2013 ECT Round 6
Mile Tree Trial
Falcon Motor Club

Sunday 12th May
South Suffolk Classic Car Run
Eastern Counties Motor Club
West Suffolk Motor Club

Thursday 16th May
AGM
White Horse Inn

Wednesday 5th June
Management Meeting at the Ugly Bug Inn, Colton

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.

Sunday 28th April
Debden AutoSOLO
Carver Barracks
(nr Saffron Walden)
West Suffolk Motor Club

Sunday 12th May
Middlewick Stages
MOD Woodbridge
Middlesex County Auto Club
Green Belt Motor Club

Saturday 22nd June
East Anglian Classic
Tivetshall St Mary
Chelmsford Motor Club

CANCELLED
Sunday 30th June
Hutton Kitchens Brands Hatch
Summer Stages
Brands Hatch
Chelmsford Motor Club
CANCELLED

AGM

White Horse Inn

Trowse

Norwich

Thursday 16th May

[Ugly Bug Inn, Colton](#)



2013 Dates	Event	Champ.	Contact(s)
Thursday 17 ^h 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

Editorial Chair

Martin Newson

Chairman's Report an April Fool

Time is up!

Your club dues are required as soon as possible!! You will find a new form elsewhere in this newsletter. Please take just a few minutes to fill it out and send it into Sara Riley so she can send you your new club card and update your details on our data base Should you no longer want to be part of our very exclusive club please let Sara know on the form, or by email. For the cost of a stamp you can save us a lot of hassle.

On the back page of the last newsletter was my short report on the Woodbridge Targa Rally, my first competitive event of 2013. I have been out again taking part in the first round of the Autosolo series.

An early start from home (another coffee for Christine to encourage her out of bed) on the road at 6.30, it was dry on the roads as we left but it would not last. We headed west towards Cambridge and the Waterbeach venue. This was to be the last visit to Waterbeach for some time as the forces have moved out and rather than let anyone use the site while they decide on what they are going to do with it they are letting no one use it.

This means the next round will be at Carver Barracks again near Cambridge.

Back to the Waterbeach report, intermittent rain started not long after we unloaded the trailer and it continued throughout the day, with the cold wind and rain it was really horrid for the brave marshals. My start number was 9 so it gave me a chance to see how it was done by the others before my go.

The test patterns were all quite similar with tight turns between the cones near to the edge of the runway and grass moving out to slalom of cones and gates; they were all quite flowing and fast.

We had 3 tests driven 3 times in the morning and afternoon.

The afternoon runs can be a bit taxing on the brain as normally they are a reverse of the morning with numbers turned to face the direction of travel and this means we have to count down instead of up.

There were a lot of cones touched (5 second penalty) and wrong tests (fastest time plus 20 seconds), some of the tests can be challenging but the cones are numbered and there is a cone laying to the side of the turn cone to help the drivers work out which side they have to pass.

I did have to slow down or check myself a few times as I nearly went wrong too (and this costs time).

The next event is being held at Carver Barracks off the B184 close to Saffron Walden. While this venue has been used occasionally for other motor sport events this is a first time for AutoSolo. We believe it will lend itself very well to the running of this type of event and anticipate a good day of challenging but enjoyable motoring with up to 18 'runs' planned for the day for each competitor.

Come and join us and be part of a 'first'.

Unfortunately West Suffolk MC had to postpone the Car trial at Wattisfield on Sunday 24th March because of the weather, it is now at least the third trial which has

had to be postponed or cancelled this year!

I see that a few of our club members have been out playing in their historic rally cars on the North Yorkshire Classic Rally. Jim Deacon was out with Dave Taylor and came home fourth in class and eleventh overall, while Rob and Amy Henchoz came home in a excellent second in class and eighth overall. This is a really good result considering Amy was entered as a master because of Rob's experience on this event, which I think was only her second time out on an event of this type. Elsewhere there are articles from Rob and Amy (thank you)

Do Not Forget

Your club dues this month

AGM is on 16th May 2013.

Team SCCON

Christine, Suzanne Newson Maggy Bateman and Donna Ellis are doing the race for life at the Norfolk Show Ground on the 18th May, are you going to support the team by joining them.

Please contact Christine on 01502 716280 or email cjnewson32@yahoo.co.uk.

Please give your support by either sponsoring them or by making a donation to the charity Cancer UK.

As you may be aware at other motoring events, Christine is there with tea, coffee, bacon rolls and cakes. There will be a pot for donations to raise monies for Race for Life. Every little helps

Sporting Car Club of Norfolk Limited

Annual General Meeting

Thursday 16th May 2013.

Commencing at 8:30pm at The White Horse Inn, Trowse, Norfolk NR14 8ST

AGENDA

- 1 Welcome and introduction**
- 2 Apologies for absence**
- 3 Minutes of the Annual General Meeting of the 17th May 2012**
- 4 Chairman's Report – M Newson**
- 5 Competition Secretary's Report – M. Annison**
- 6 Treasurers Financial Report and Presentation of Accounts – L. Wellbelove**
- 7 Re Election of Auditors**
- 8 Re Election of Club Vice Presidents**
- 9 Re Election and Election of Members of the Council of Management. In accordance with the Articles of Association all Members of the Council of Management are to retire and are eligible for re election**
- 10 Any other business**

David Leckie. Company Secretary. Sporting Car Club of Norfolk Limited

(any items to be raised under AOB must be sent in writing by snail mail / email to David Leckie, 296 Holt Road, Horsford, Norwich, Norfolk NR10 3EG / dleckie@tiscali.co.uk at least seven days before the AGM)

HELP

This Lotus XI (SPW 990) was raced by E B Brooks of High Mill, Ludham, Gt Yarmouth in 1955.

Could anyone help the current owner with some information on the man?

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

Your Membership to the Sporting Car Club of Norfolk is due 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@riley4740freeserve.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.

Marshals Post

David Bell

Upcoming club events – Midsummer Vintage & Classic Car Run**Other clubs:**

Middlewick Stages on Sunday 12th May at MOD Woodbridge organised by Middlesex County Automobile Club & Green Belt Motor Club

East Anglian Classic on Saturday 22nd June based at The Old Ram (Tivetshall St Mary) organised by Chelmsford Motor Club

Langley Park Rally School Charity Open Day on the first weekend in June

CANCELLED

Hutton Kitchens Brands Hatch Summer Stages on Sunday 30th June at Brands Hatch organised by Chelmsford Motor Club

CANCELLED

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.scccon.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.scccon.co.uk/SCCoNCalendar.htm)

Langley Park Rally School

[Langley Park Rally School](#) are holding a **Charity Open Day** at the school the first weekend in June 2013, (Saturday or Sunday to be confirmed). The format of the open day is that the school will give passenger rides in the school rally cars for a small fee which will be donated to local community charities including the Cancer in Children Charity. The school are inviting as many as possible local motor club members to bring along their stage rally cars and give fee paying passenger rides to the public, and also it's an ideal opportunity for their sponsors, families, mechanics etc to have a ride too. The school hopes that we can have as many stage rally cars old and new to attend and a few historic stage rally cars will take part too. There will also be displays of classic cars, static displays of Cross Country rally cars, WRC rally cars and other family attractions (to be confirmed). Camping, refreshments and toilets will be available on site.

As always with these events, lots of marshals will be required. All marshals will be given a lunch voucher to say thank you for helping and we hope to have a marshals prize draw...prizes to be announced. If there are sufficient marshals, we hope to give marshals a break during the day so that they can see all the other attractions on display and perhaps have a ride in one of the rally cars.

The school address is:

Langley Park Rally School, Langley Upper Green, Saffron Walden, Essex, CB11 4SB

Phone 01279 777519

or contact either Simon or Caroline Clark at enquiries@langleyparkrallyschool.co.uk

24 hours in a PV544 (part i)

Over 24 hours in Emma's PV544

17:00 on Friday evening saw my daughter (Amy) and me heading NE to Downham Market for King's Lynn & DMC's "March Hare" event, this is the annual match between our club (SCCoN) and KLDMC. We headed home before the final results came out, so all I know is that we lost this year, the home team won; however it was a good night event with 90 miles of excellent roads and good navigation. And wonderfully sociable event, hosted at Hylton Gott Volvo agents. Oddly enough Peter H was out competing for KL that night, but sadly he chose his Nova rather than the 544, otherwise that would have been 16% of a modern rally were PV544's... We got to bed before 02:00 Saturday.

That's 8½ hours in the PV.

I took the car back down to the workshop, and swapped the 175/70R15 M&S tyres for a set of 165R15 Michelins, corrected a bit of -ve caster that had crept into the LHF kingpin, and Amy & I set off North again at 11:00, this time the destination being York for the North Yorkshire Classic Rally.

This is the second round of HRCR's Historic Road Rally championship, and HQ was just NW of York itself, heading North. Scrutineering and signing on completed before 16:00, so we headed off to the pool & sauna for some R&R.

That's another 4 hours in the PV

Sunday dawned, and we headed out for competition at 08:46, some snow dusting, some icy patches, but much of the surfaces were pretty much dry and clear. The 5 Regularities were excellent, and included two that were Plot-and-Bash (a rarity in Historic Rallying these days, and a skill that Friday night's outing stood us in good stead for). Terrific roads, we had a couple of forays up whites where we should have slotted a hundred metres further on, and a tough final regularity that saw half the crews drop the first Time Control entirely, costing them a harsh 30' penalty, including many of the top navigators. I'm awfully proud that Amy cracked the tricky navigation, which gave her 8th overall in the rally, and a stunning 2nd in class (she has to run at my level of "Masters"). The 12 Test sections were just superb; I suspect that it was a touch rough for some, but wonderfully slippery requiring some deft use of the handbrake to compensate for the PV's poor steering lock. Test 1 (I think) finished on a long snowy straight uphill, and as I slid about 1' beyond the stop astride finish I heard Amy mutter "if you had to cycle to school, you'd know there was no grip there"... Sadly test 6 at Duncombe Park wasn't "deft" at all: a 360 round a cone close to a large and solid bank I chose to handbrake turn again, and made a complete hash of it, resulting in a bashed RHF wing, we had to stop and pull the bumper off the tyre also; mind you we still weren't slowest on that test!

Then we headed home again, getting back at 22:30.

That's another 14 hours in the PV.

TOTAL time in Emma's PV544 since Friday morning: 26½ hours or thereabouts - superb!



24 hours in a PV544 (part ii)

Due to the cold weather, we (me and my driver) felt the need to take advantage of the free use of the swimming pool and sauna before heading out to HQ to receive the road book and time cards. After the relaxing sauna the sight of the tests contained within the road book frightened me, the complicated look of the tests put my confidence on edge. But after a warm dinner in the hotel's restaurant I was once again looking at the road book and starting to get straight in my head how exactly I was going to call all the twists and turns that were the tests.

After a good night's sleep we emerged from our room and headed straight for a large breakfast, well I had a large breakfast - Dad insisted on eating nothing but carbohydrates! With another hour to spare I thought I'd finish marking the tests before we left so I wouldn't be rushing about trying to mark it just before the test - a piece of knowledge I only learnt at the Cheshire!

At our given time I rushed off to get our timecard marked and we set off feeling confident. The first regularity went well, but when we came to test 1 Dad discovered that it had a lot less grip than he thought as he nearly flew past the stop astride only just stopping in time, as I commented later anyone who cycled up the road daily in winter to get to school would know there was no grip there!

After a relaxing coffee break regularity 2 went smoothly and without a problem but come regularity 3 we quickly discovered that the plot and bash was rather awkward and a few times we had to turn back only to discover we turned back for nothing and we were originally on the right route! During this moment of temporary disorganisation our timings and speed went completely out the window as we focused on getting the correct route.

But it was all about to get worse! After performing so well up to that point, Dads driving let us down on test 6. As we went for a 360 around a cone dad attempted to do a hand break turn, but it went horribly wrong and we slammed straight into a large bank crushing the right wing against the tyre. After completing the 360 dad leapt out the car and he and the marshal pulled the wing free from the tyre but in the process dad lost his glasses and pushed the poor marshal over! We finished the tests but it was definitely a relief when lunch finally came - not only for us but for all those poor souls that needed the toilet by that point!!

After a morning that went wrong halfway through I was pleased to discover we were lying in the 20's. After lunch everything started coming together as we completed the regularities and the tests and the final plot and bash was a gift as after getting it wrong the first time I plotted it perfectly and we passed through all the controls without a problem and many of them around the correct time!

When we returned to HQ we honestly had no clue where we were lying in the results but after talking to many people who miss-plotted regularity 5 we were both feeling quite smug. Unfortunately after a very sociable dinner we had to leave before the results were released. Half way home I receive an email and curious as to what it could possibly be opened it up and discovered the results had been released! I opened the file and sat astounded as I stared at the table, I checked it and re checked it but there lying 8TH was the name Rob and Amy Henchoz in a PV544, there was no mistaking it we had come 8th! I let out a high pitched squeak and rapidly told dad the news, ecstatic at our place.

However the day did not finish on such a good note as dad turned onto our small narrow road and seeing the snow laid out on the road felt the need to drive very quickly through it and "have some fun"-well it may have been for you but I was holding onto the door very hard!!

Road Rallying March Round Up

After a quiet few weeks a busy couple of weeks:

Lyng Garage 12 Car

15th Mar

Simon

Map 133

With Alan in his Peugeot

1st o/a (more elsewhere)

March Hare 12 Car

22nd Mar

King's Lynn & District Motor Club

Map 143

With Alan in his Peugeot

4th o/a

Ryemoor Trophy Road Rally

23rd / 24th Mar

Malton Motor Club

Maps 100, 105 & 106

With Paul in his Proton

4th o/a

Friday 15th: the usual Championship closer the Lyng Garage 12 car; with a welcome return to organising by Simon; thanks to the continued support from Dennis Ward. A challenging night, a detailed report and results should be found elsewhere in this issue. Also a big thank you to all the marshals for standing out in the cold and damp

Friday 22nd: the annual 12 car challenge between SCCoN and KLDMC, unfortunately true to form another sound thrashing. Putting the overall result to one side, the evening was a resounding success. Organised this year by KLDMC (Dave & June Pollard and Nick Way) the whole thing was very well received by all with concerns about the navigation well unfounded. Unfortunately I didn't have one of my better nights on the maps but still most enjoyable.

The event started and finished at the premises of Hylton Gott (a massive vote of thanks to Steve

Tilburn and his team providing an oasis of warmth and refreshment on what was a fine but seriously chilly night). The BBQ and post event photo shoot will not be forgotten quickly.

Yet another view of things from the left hand seat of the red Peugeot; running at car 2.

Usual dash start with driver speed on two legs tested, and a straight forward section to TC1 in the Fordham yellow loop. Clean but this was to be the last we saw of Bob & Brian

Yellow lorry; green lorry; etc. road colour junctions to TC2 north of Wretton. It all seemed to fit together but a stupid diversion to look in the lay by off the A134 left us running behind Mark & Paul,

Clock face junctions to TC3 north of Oxborough and time for my first mistake of the night which I then compounded by my second bad decision of the night. Struggling to see the small whites in and around Oxborough I took in the scenic southern loop out of Oxborough, realised my mistake at the triangle just before the control and went back to see if we had missed a board on the correct route – Alan was convinced there wouldn't be one – he was right. Now on our lonesome running 3rd on the road.

String of grid lines and grid references to TC4 south of Barton Bendish. No real problems apart from Alan thinking he'd spotted a board on the triangle coming out of Barton Bendish, he eventually agreed that it wasn't.

Coded grid square departs to TC5 on the usual bumpy 'yellow' to the north of Fincham. Quite a quick section but our progress was hampered somewhat by following a local into Fincham and then

another couple of locals out of Fincham.

Map features to TC6 west of Shouldham Heath. Another spell behind what can only be described as the slowest driver in Norfolk (and that's a title with some serious competition) delayed us from Brook Fm to the A134, at least it gave me a chance to plot the route all the way to TC6. Usual roads through West Briggs (very pot holed), the Toterhill triangle and the Chiswicks Fm tight triangle.

Straight forward string of grid lines and spot heights to TC7 and a return to the warmth of Hylton Gott for a hot drink and a reunion with Bob & Brian and Mark & Paul. We had spotted Jonathan & Peter parked up where they shouldn't have been quite early on.

Another dash start for the second half; a circular herringbone (with no clues) to take us TC10; north of Wimbotsham; as we headed for westwards. Fortunately there was only one possible route away from the garage and we made it to TC10 on our minute and yet again our last view of Bob & Brian before the finish.

The first half had not been a total success but we had suffered no real damage, the wheels were about to come off the waggon. I'm going to put it down to old age but the next two sections featured a serious of self-inflicted own goals.

Two spot heights defined the route to TC12 to the east of Peter's Drove Br and could I find the second spot height. The route was obvious but just to be on the safe side we followed Mark & Paul. I eventually found the missing spot height and things calmed down in the office.

Triangles and squares to TC13 north east of Marshland St James. Again I'll blame the eyes as I missed the first YYW junction just before the bridge and spent an age trying to fit the instructions to a route. Quite fortunate to only miss one board as we missed the early northern loop and thanks to Mark & Paul for showing us the way after they went back to do the loop. Time for the third bad decision of the night as we sat for ages on the road into the control as the minutes ticked away – why?

Coded grid square departs to TC14 (via TC13a) and probably the hardest navigation of the night. The correct route went right at the pub, Trinity Hall, Green Lane Fm, West Drove Fm, A47, B198, The Limes, Paradise Fm, Chequers Corner to TC14 near Moors Lodge Fm (with TC13a between the B198 and The Limes). Another bad decision on the Paradise Fm loop saw us shed more wasted minutes.

I hate grid references, especially avoid grid references and I dislike built up areas so opening the envelope to TC15 on Euximoor Fen (real name honestly) didn't exactly fill me with a warm fuzzy feeling. Didn't like this section at all, it wasn't until we were parked up in Upwell having a SCCoN huddle (Robert & David, Ian & Damian and Jonathan & Peter just appeared) that I spotted the instruction to go long way round the first junction – I can only assume we saw the board!

Jumbled grid square departs to TC16 (fortunately numbered) and no problems as we headed east. Humorous moment on the B1094 as John & Ian picked the moment we were passing a board to overtake us.

Coded grid lines and grid references for the final section to the very unsure TC17. Just time for one last bad decision as rather

than follow the route defined by the route card I tried to make the instructions fit the last reference we had been given for the last control. I think that took my personal contribution to three navigational errors and five bad decisions for the night.

Thanks to Howard & Bernie, Simon & Wendy, David & Gareth, David, David & Josh, Alan & Will and Chris & Jonathan for supporting the club by standing out in what can only be described as a 'bracing breeze'!

Saturday 23rd: a trip up to York for the Ryemoor Trophy, the second round of several regional championships. My sanity was questioned by one or two, Janice in particular, considering the weather reported 'up North'. All I can say about the snow is 'what snow?'. (A small aside in defence of the weather ladies; in a previous life I lived in the Colne Valley (west of Huddersfield) and two entrants to the event living half a mile apart in Slaithwaite had differing fortunes – one managed to get his car out of the garage and made it to the event and one didn't as he was defeated by 5 foot deep snow drifts!) Met up with Paul in the trailer park, sailed through scrutineering and pre-event formalities were finished off in the warmth of the start / finish restaurant.

Drivers briefing and warnings of the odd patch of snow on the route but nothing too serious, the one exception being White Horse Bank which had been cautioned (ho ho ho – more about that later).

As always an enjoyable straight forward 100% plot & bash event, usually run in a strange parallel North Yorkshire world where clocks do not seem to function as expected. The time card showed only 15 controls (8 competitive sections with 4 timed to the second) with the bulk of the event

made up of a 54 minute section in the first half and two 30 minute sections in the second half.

Short run out to the east of York with the first couple of sections in the NE corner of 106 (familiar territory to me from my Selby days). First short section was a CRO string of naked tulips. Bit of luck here as I couldn't find one of the later junctions although we had caught the car in front just before the control so had a guide through the following neutral. Easily cleaned the section which was a bit unfortunate having caught car 9 and both nearly catching car 8.

Second section took us through Millington Pastures (a favourite from the old days) for a longish run defined by spot heights. No real dramas here and another close up view of the rear of car 9 (until he wrong slotted), unfortunately another clean section. In the organisers defence they were stuck between a rock and a hard place as to how to set the timings with all the doom and gloom about possible blizzards etc.

Neutral onto map 100 and the 54 minuter! The organisers had obviously had their thinking caps on and came up with a novel resolution which had a sniff of a return to Targa Timing. Let's just say that everyone dropped time on the section and no we hadn't yet entered the North Yorkshire time warp! Varied navigation took us zig-zagging around the SE corner of 100 before heading north over the A64 towards Castle Howard finishing off to the SW of Pickering. On the run out from the start we had two re-join points to plot and true to form I got one of them right and one not so (rather spookily about 10 squares out) which caused some amusement as I tried to second guess where the navigation would take us!

Couple of short sections to petrol in Pickering, I was having such a

good night that I even managed a route card of grid references (although there were only 5 and they were all on junctions with approach and departs directions!).

Looked as though we were lying 3rd o/a at petrol but I thought we may have had a flyer on the only 'dropper' so I was expecting us to move downwards.

The second half started off on familiar territory as we moved onto 'North Yorkshire' time, but with a difference. It's usually the start clock that suffers but this time it was the finish clock that seemed to be running 5 minutes ahead of the BBC. Fortunately we were pressing on as I had the section finishing 'not where it usually does' but it was still a bit of a shock to drop a minute on a standard section, this is usually a big step down the results. (The results showed that everyone dropped at least 1 minute so I didn't feel so

bad at the end)

Neutral through Helmsley to the start of a 30 minute section to take us towards (and originally down) White Horse. Interesting section with the start clock well into North Yorkshire mode this time 10 minutes or so behind the BBC but of much more interest was the route card – 15 miles defined by 3 NAM references and 2 avoid references (started off as 5 NAM references but the final two became irrelevant with the section ending prematurely at the top of White Horse). Cleaned this section but then spent 15 minutes sliding down the 500m of 1 in 4 hairpins that make up White Horse Bank on an extended neutral to take us to the final section starting near Coxwold.

The final 30 minute section saw us back into the real world but flavoured with another hint of Targa. The route was defined by a

list of spot heights and give ways on very familiar territory for both of us. Too familiar for Paul as I called a NAM 250m after a cross roads to which Paul replied OK, I know that one – cost us 2 minutes as it turned out he didn't.

Pleased to finish 4th o/a as our first half time stood the test of time. A good result always helps but we did enjoy the event and congratulations to the organising team for going ahead and to all the marshals on a dry but very, very chilly night. And an 11 out of 10 for the breakfast, even better than the Preston!

Next event is the Kick Energy Derbyshire which has such a good reputation that the entry filled up within 24 hours.



March Hare 12 Car

KLDMC 46 SCCoN 32

Car		Class	Fails	Boards	Min	Total	KLDMC	SCCoN	O/A
1	Bob & Brian	E			10	10	12		1
5	Paul & David	S			12	12	11		2
9	Andy & Jasmin	N		1	26	31	10		3
2	Alan & David	E		1	29	34		9	4
7	John & Ian	S		2	34	44	8		5
6	Robert & David	S		2	35	45		7	6
12	Dale & Andrew	N		1	45	50		6	7
10	Rob & Amy	N		5	54	79		5	8
3	Mark & Paul	E	1	6	14	44	4		9
8	Ian & Damian	S	1	5	32	57		3	10
4	Jonathan & Peter	E	1	6	40	70		2	11
11	Peter & Derek	N	2	11	58	103	1		12
							46	32	

Another thrashing but a good night

Thanks to everyone especially the marshals, definitely a two fleece night

2012 / 2013 12 Car Championship - Overall

Final Championship Scores on the Doors:

o/a	Driver	1	2	3	4	5	6	Total
1	Chris More	12	11	9	12	9	6	53
2	Alan Shrimpton		10	10	11	10	12	53
3	John Peterson	10	8	11	10	7	5	46
4	Dale Lawson	7	12	4	6	6	11	42
5	David Daniels		4	6	8		8	26
6	Pat Headland	8	3	3	4	5		23
7	Rob Henchoz			12	9			21
8	Jonathan Stimpson					11	9	20
9	Ian Woodley			8	7		4	19
10	Simon Hatfield	6	5	7				18
11	Robert Aldous	3	7			8		18
12	Ant Liddle	9	6					15
13	Mark Banham			5			10	15
14	Peter Riddle					12		12
15	Geoff Bateman	11						11
16	David Leckie		9					9
17	Chris Haylock						7	7
18	Trevor Addison	5						5
19	Rob Porter				5			5
20	Alison Cotes	4						4
21	Dominic Anghileri					4		4
22	Mark Annison						4	4

Navigator	1	2	3	4	5	6	Total
David Smalley	12	11	9	12	9	6	53
David Bell		10	10	11	10	12	53
Ian Graham	10	8	11	10	7		46
Andrew Lawson	7	12	4	6	6	11	42
Peter Riddle	11	9	7			10	37
Josh Ward		4	6	8		8	26
David Mann	3	7			8	7	25
Tony Headland	8	3	3	4	5		23
Amy Henchoz			12	9			21
Graeme Aldridge					11	9	20
Damian Conway			8	7		4	19
Garth Collier	9	6					15
Dan Hilton					12		12
Richard Freeman	6	5					11
Bernie Fox	5						5
Jonathan Stimpson			5				5
Robert Aldous				5			5
David Leckie						5	5
Peter Cotes	4						4
Thomas Anghileri					4		4
Lorraine Annison						4	4

www.scon.co.uk/SCCoN201212Car.htm

2012 / 2013 12 Car Championship

1st o/a Chris More / David Smalley

2nd o/a Alan Shrimpton / David Bell

3rd o/a John Peterson / Ian Graham

1st Expert Alan Shrimpton / David Bell

2nd Expert Chris More / David Smalley

3rd Expert Robert Aldous / Peter Riddle

1st Intermediate John Peterson / Ian Graham

2nd Intermediate Ant Liddle / Garth Collier

3rd Intermediate Ian Woodley / David Leckie

1st Novice Dale Lawson / Andrew Lawson

2nd Novice Pat Headland / Tony Headland & David Daniels / Josh Ward

12 Car Round 6

Lyng Garage

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
2	E	Alan Shrimpton / David Bell	3	39	1	
8	N	Dale Lawson / Andrew Lawson	12	35	2	1
4	E	Mark Banham / Peter Riddle	15	37	3	1
10	N	Jonathan Stimpson / Graeme Aldridge	19	20	4	2
9	N	David Daniels / Josh Ward	19	37	5	3
6	E	Chris Haylock / David Mann	20	35	6	2
1	E	Chris More / David Smalley	21	32	7	3
7	I	John Peterson / David Leckie	22	36	8	1
3	E	Ian Woodley / Damian Conway	23	31	9	4
5	E	Mark Annison / Lorraine Annison	26	15	10	5

Thanks to Simon for organising, Dennis for sponsoring and all the marshals Richard (Scrutineer), Simon & Claire (Signing On), Richard & Andrew (TC1), Dan (PC2c), Mike (TC2), Simon & Wendy (TC3), David & Gareth (TC4), Howard & Bernie (TC5 / CC), Trevor & Alan (TC6), Phil (TC7), Peter (TC8), Dan (PC9c), Mike (TC9), Simon & Wendy (TC10), David & Gareth (TC11), Trevor & Alan (PC12a), Simon & Claire (TC12), Simon (Results), Simon & Claire (DSO), Matt & Graham (DSO / Recovery);

12 Car Round 6

The final round of the 2012 / 2013 12 Car Championship turned out to be rather a challenging night for the map lookerafters, this was the view from the left hand side of the red Peugeot. I seem to be on a run of rather good fortune so perhaps it's worth remembering the wise words attributed to Gary Player 'The more I practice the luckier I get'.

Running at car 2 we left the garage and the first envelope contained coded grid lines, Alan wanted to follow another car (possibly Chris & David) at the first junction but I convinced him that the second one was a better bet. Quite a straight forward code but B+B had me fooled and caused a minor domestic when we wrong slotted back into Lyng at the 4th junction as I tried to work out how we could cross grid line 148! I also missed the significance of a coded Give Way (should have known better but opted to follow Mark & Peter) which saw a fail and 5 minutes at TC2 – not a good start. (It wasn't B+B, it was B+B not an easy spot for wrinklies even with a pottli!)

Short section and a poem to TC3, time consuming but straight forward – confusion at TC3 with one or two cars approaching down the white but I can't see anything in the poem to suggest this option, first clean section.

Circular herringbone and a fairly obvious route to TC4 and another clean section.

Eunuch tulips to TC5, but what did they mean. Time for a Gary Player moment, well quite a lot of moments as I broke one of the golden rules of plot & bash by spending at least 10 minutes sat at the side of the road trying to work out what it all meant. At signing on we had been given a list of black spots, quiets and triangles to pre-

plot (some more relevant than others) and in the driver briefing there had been a reference to a bridge. Armed with this extra information, a direction of depart from TC4 and the location of TC5 I guessed a route. I managed to make the tulips fit my guess but did an extra loop towards the end as they wouldn't work for the last bit. Reassured to find a couple of boards but surprised not to see any other cars. The good news was getting all the boards but the bad news was dropping 12 minutes – would it be worth it? (The solution was to ignore the first and last junctions and then to read the tulips right to left)

Coded spot heights to TC6 and another Gary Player moment as I thought the solution was to find the numbers in grid squares elsewhere on the map (requiring much map re-folding) so with another Give Way clue a route crossing three spot heights was guessed, another good guess and a clean section. (The code was actually quite straight forward with all the information on the route card)

Joy of joys; the route to TC7 was defined by ten grid references plus a visit to cross 'ELSIE'. We were now on the main Buxton to Aylsham road having followed a mostly easterly route from Lyng. Not too good with grid references at the best of times and this was to prove no different. We'd picked up a board and were almost on the A140 before I worked out the significance of 'ELSIE' – back we went to Spratt's Green Fm to cross the LC and loop round on the tarmac white back towards the Fm and what was now the second board (made a bit of a mess of my time card). Through the outskirts of Aylsham and then north on the yellow to Abbot's Hall. Warning bells were going as we hadn't seen a board for a while and there

was a seemingly redundant reference, but time was pressing and we were in 'no second thoughts' mode. One or two of the references plotted 'just off' junctions leaving us with another missed board and 5 minutes at TC7. TC8 gave us an opportunity to recover 10 minutes which was gratefully accepted. Positions at TC8 showed that time dropped was not going to be relevant at the finish. Car / fails; 2 / 2, 8 / 4, 3 / 5, 6 / 6, 4 / 7, 1 / 8, 7 / 9, 10 / 9, 5 / 10, 9 / 10

Road colour junctions to TC9 and the route turned westwards for the home run. Easy peasy you would think, well back to front and randomly grouped (with a couple of clues) slowed things down. Then throw in Abel Heath (with the yellow that most definitely isn't), the cautioned white through Monsoon's Wood and the double triangle in GS1225. We were going OK until I wrong slotted north of Oulton and another 5 minutes was gone.

More tulips to TC10; backwards; a couple missing; plus some extra information. Back onto familiar Lyng Garage territory, with the extra information requiring a late loop under the bridge in GS0723. No real issues but another 3 minutes gone, OTL was looming.

Junction instructions to TC11, backwards and randomly grouped. A controversial section as the reference for TC11 on the expert navigation was a bit out (only 1 digit but a digit worth 10km!) Personally I never look at the end control reference unless I'm struggling with the navigation. Took me a minute to spot the odd S on the fourth line but then it all seemed to work. Foxley Wood, Whitwell Common, Sparham and Swanton Morley. It was only at Sparham that I had time to check the reference for TC11 as I

couldn't see where we would be going after TC11 as it was right on the edge of the map. Convinced myself that the plot must be wrong as the navigation was working and we were picking up boards, quite relieved to find TC11 where I thought it should be but that still left the question 'where was the final section going to go' to be answered.

Opening the envelope revealed the answer and I have to say the presentation of the route card was one of the most fiendishly difficult I have ever come across (one that may find its way into the next KLDMC 12 car that I organise!). All it was was another spin on grid square departs and enters, the novelty value came from a map section being printed on one side of the A4 sheet with the route instructions on the other side. Must admit that it was Alan who spotted this as he was in charge of

the hand out while I routed around in my bag for a copy of 132 (should have had it out just in case but another hindsight thing). If you don't think this sounds terribly difficult then have a go for yourself. Very surprised to find what was obviously a manned NAM (clearly shown on the map section but not on my 132) which put me off my stroke then with time slipping away Alan requested a comfort break and even with this extra plotting time I still made a very careless error missing out a loop and another board. We made it into TC12 with very little to spare (around 5 seconds) but make it we did.

The results are shown elsewhere. Thanks to Simon for putting on what turned out to be a very challenging test, not quite to everyone's taste but life would be very boring without a bit of variation. Also a big thank you to

Dennis for his continued support and all the marshals.

The final championship tables are also shown elsewhere. Very close at the top with a tie on points but the Championship going to Chris & David based on most overall victories.

The club is now looking for volunteer organisers for the 2013 / 2014 Championship. Usual date of the last Friday in the month, please let Martin Newson or myself know if you are interested, don't worry if you've never done one before as there are several experienced organiser available to provide support.



Cutting on a 12 Car

Basically the main reason to cut is to recover time (for whatever reason – car problems, navigational issues or just simply getting lost) to stay within OTL (on the majority of events you need to visit main time controls within maximum lateness to be classified as a finisher - on a 12 car these are usually the start and finish controls). How and when to cut varies from event to event but the general rule is if you think you need to cut then do your cutting BEFORE you go OTL, not after.

Concentrating on 12 cars as you will know the location of all the controls (already on the map or in unopened envelopes) if you need to cut work out a route and drive directly to the control – DO NOT go looking for boards en route. Once you have **missed out a control** you can take any time you want at a subsequent control as long as it is not before your scheduled time (impossible to do on a summer time card as it is the time in the left hand column). There is no reason why you cannot drive through the 'missed' control if it is on the shortest route, just because you visit a control you DO NOT have to take a time. BEWARE just driving directly from one control to the next will allow some time recovery but will be restricted by the $\frac{3}{4}$ rule.

Are you sitting comfortably for a very hypothetical example: suppose you have three controls TC7, TC8 & TC9 and let's say that TC7 and TC9 are 50m apart with TC8 on the direct route between TC7 & TC9 and the time allowed between TC7 to TC8 is 16 minutes and TC8 to TC9 is 12 minutes. Driving directly from TC7 to TC8 will allow you to recover a maximum of 4 minutes (penalties restricted to boards missed). Driving directly from TC8 to TC9 will allow you to recover a maximum of 3 minutes (penalties restricted to boards missed). However driving directly from TC7 to TC9 will allow you to recover a maximum of 28 minutes (penalties for boards missed plus the extra penalty of a missed control).

Another point to remember is that once you have missed a control you WILL NOT receive a time penalty at the re-joined at control, in reality cutting will usually result in a stalling of the march to the right hand side of the time card rather than a significant move towards the left hand side.

This is very basic stuff, cuts involving Neutral Controls and understanding the $\frac{3}{4}$ rule are really advanced Blue Book fodder and only of real interest to anoraks!

2013 Clubmans Championship

For 2013 the majority of the Championship qualifying rounds will be organised by other clubs and the calendar will be fairly fluid.

The qualifying rounds will be those in the 2013 Eastern Trials Challenge and 2013 Anglian AutoSOLO Challenge plus two or three events organised by SCCoN (Scatter and Production Car Autotests).

A list of qualifying events will be shown here and on the website.

Dates and organisers WILL change.

BEST 8 scores from any qualifying events to count towards the Championship

Round 1	Tuesday 1st January	Trial
Round 2	Sunday 20th January	Trial
Round 3	Sunday 10th February	Trial
Round 4	Sunday 24th February	Trial
Round 5	Sunday 17th March	AutoSOLO
Round 6	Sunday 24th March	Trial
Round 7	Sunday 28th April	AutoSOLO
Round 8	Sunday 12th May	Trial
Round 9	Sunday 9th June	AutoSOLO
Round 10	Sunday 7th July	AutoSOLO
Round 11	Sunday 15th September	AutoSOLO
Round 12	Sunday 27th October	AutoSOLO

Round 2 was CANCELLED due to the weather

Round 6 was POSTPONED due to the weather and a new date will be arranged

Would anybody like to organise an evening Production Car Autotest (we should still be OK for Snetterton and / or Tibenham as a venue) or a Scatter

2013 Eastern Trials Challenge

Round	Date	Event	Organising Club
1	1 st January	Seckford Trial	Eastern Counties MC
2	20 th January	Harlton Trial	Cambridge CC
3	10 th February	Brickhill Trial	Falcon MC
4	24 th February	Holbecks Trial	West Suffolk MC
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 Barracks	West Suffolk MC
2	28 th April	Carver Barracks	West Suffolk MC
3	9 th June	t b c	Sporting CC of Norfolk
4	7 th July	Carver Barracks	Eastern Counties MC
5	15 th September	t b c	Cambridge CC
6	27 th October	Carver Barracks	Eastern Counties MC

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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 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, Aideburgh & Southwold	27/08/08	B2

Competitors: Licences (H)

Appendix 1: Charts and Diagrams

Chart 7: Competitors Minimum Ages

<i>Discipline</i>	<i>Driver</i>	<i>Navigator</i>	<i>Front Passenger</i>	<i>Rear Passenger</i>	<i>Remarks</i>
RACE					
Car Race	16				14 Junior Race Formulae only
Truck Race	21				21 min age on road
Kart Race L/C	16				210cc max to 17
Kart Race S/C	8				85cc gearbox from 13
Kart Tyro	11				
Kart Endurance	16				15hp per Kart
Kart Bambino	6				Special Conditions
RALLY					
Road Rally	17+RTA	12		2	2-4 in a Child Seat
Navigation Rally	17+RTA	12		2	2-4 in a Child Seat
Stage Rally	17+RTA	16			14 Junior Rally Championship only 14 Single Venue Navigator
TRIALS					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-4 in a Child Seat
Sporting Trial	16		14		
AUTOTEST					
Autotest	16				
PC Autotest	14		12		
CROSS COUNTRY					
Hill Rally	17+RTA	16			
Safari	17+RTA	16			
Cross Country Tyro	13		12	2	2-4 in a Child Seat
Cross Country Trial	17		14		Junior Trials from 8-17
SPEED					
Sprint and Hillclimb	16				
Minicross	14				
Autocross	16				14 Junior Autocross
Clubcross	14				
Rallycross	16				14 Junior Rallycross
Drag Race	16				Junior Dragsters from 8

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/201304.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/



SPORTING CAR CLUB of NORFOLK

www.scon.co.uk

Membership Renewal Form

Name _____

Address _____

Phone _____

Mobile _____

Email _____

ANNUAL MEMBERSHIP FEES:

Joint / Family Membership: £18.00 Single Membership: £14.00

I will be rejoining SCCoN in 2013 YES-----NO

I will be paying my renewal by cheque YES-----NO

I have paid my renewal by direct debit YES-----NO

Please make cheques payable to SCCON Ltd and forward to the membership secretary's address below.

Please post this renewal notice to
Sara Riley
The Thatched House
Bond Street
Hingham
Norfolk
NR9 4HA

You can email Sara on sara@riley4740.freeserve.co.uk to let her know if you are going to **renew** your membership to SCCoN this year or **not**