

SCCoN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

June 2013



SCCoN Race for Life Babes before

Events in June

Thursday
20th June

Clubnight

White Horse Inn

Contact
Howard Joynt

Sunday
23rd June

Midsummer Vintage
& Classic Car Run

Starting from
Watton Town Centre

Contact
Martin Newson

Sunday
23rd June

Watton Town Team
People's Choice Car Show

Watton Town Centre

Contact
Chris Edwards

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Downloads available:

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

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

[Peoples Choice Car Show
Entry Form](#)

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

First Aid 2013

The club is giving you the opportunity to have training in First Aid should you be interested. There are places for 10 club members.

Please contact Martin Newson cjnewson32@yahoo.co.uk or 01502 716280 if you are interested

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 **White Horse Inn** at Trowse

New venue – please join us at the White Horse Inn on **Thursday 20th June** for the next Natter & Noggin

Diary Dates

Thursday 20th June
Club night at the White Horse Inn, Trowse

**Sunday 23rd June
Midsummer Vintage and
Classic Car Run**

**Sunday 23rd June
Peoples Choice Car Show**

Wednesday 3rd July
Management Meeting

**Sunday 7th July
2013 AAC Round 4
Debden AutoSOLO
Eastern Counties Motor Club**

Sunday 14th July
Javalin's Jumbo Targa Rally
Chelmsford Motor Club

Thursday 18th July
Club night at the White Horse Inn, Trowse

Wednesday 7th August
Management Meeting

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

Sunday 23rd June
Midsummer Vintage and Classic Car Run
Watton Town Centre

Sunday 23rd June
Peoples Choice Car Show
Watton Town Centre

Saturday 29th June
Huntsman Rally
South Derbyshire
Carlton & District Motor Club

Sunday 7th July
Debden AutoSOLO
Carver Barracks
(nr Saffron Walden)
Eastern Counties Motor Club

Natter & Noggin

**Thursday
20th June**

White Horse Inn

Trowse

Norwich

[White Horse Inn, Trowse NR14 8ST](#)



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		
Thursday 16 th May	AGM		David Leckie
Saturday 18 th May	Race for Life		Christine Newson
Thursday 20 th June	Evening Autotest?		
Sunday 23 rd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
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

Would anybody like to organise a Quiz or a Scatter.

LATEST NEWS

The club are hoping to run an evening Production Car Autotest at Snetterton on Tuesday 16th July, Tuesday 23rd July or Tuesday 30th July and a Scatter on a Sunday in August

Editorial Chair

Martin Newson

Chairman's Madness Continues

As I write this month's effort Christine and I are having a weekend off from motor sport or helping out our friends for the first time in something like eight weekends, most of these weekends have been busy on both days and we have been going back to work on the Monday morning for a rest.



Well June is here and the biggest organisational event is very nearly upon us, and we/ I need your help to run this important event for us.

At the start in Watton we do need just a small army people to guide our entrants to the right place at the right time.

The main street of Watton is going to be closed to all through traffic. All of the event traffic will approach the High Street parking from the Brandon road on the B1108. There will be signed diversions around the town to bring all entrants and officials in this way, if you do just want to come and have a look please park in some of the town or shop car parks and walk into the high street.

All of the Classic Car Run cars will park in a herringbone style, and the cars for the static display will be parked in the local car parks off the high street until they are

needed to be parked in the high street after the classic run cars have left.

All of our car club members are welcome to come along but we do need you to help on the day to direct the entries to the areas.



On Sunday 19th May our team of marshals were out again, this time at the Debden Barracks for the Targa Rally run by West Suffolk Motor Club. For the first time this year the sun was shining and it looked as if it was going to be a nice day.

With over forty starters we were going to be busy again, at signing on I was handed an envelope test commando on it, and all I wanted was a quiet day at the office.

Club members were taking the spoils not overall but with good class positions. Dave Leckie 1st in class

Brian Hemming the event secretary sent us this email:

Can you pass on my thanks to your team from Carver for me? Over the last week we've been getting comments on the event that modesty prevents me from circulating. Seriously, the feedback has been really good with competitors clearly

enjoying themselves. The SCCoN team was a real part of that.

We have been asked to help again on June 22nd on the East Anglian Classic run by Chelmsford Motor Club starting in the Diss area and running tests on Thorpe Abbots ww2 airfield.

I know it is the day before our Classic Car Run, and I know it is a bit much to marshal on two days running. I know a few of our friends from Chelmsford will be making the effort to come and help us in Watton on Sunday so I hope we can help them on Saturday.

There are outings planned Autosolo on July 7th and again on a Targa Rally on July 14th. Please contact me Martin Newson or Dave Bell if you can help.

The SCCoN team all finished the Race for life at the Norwich Showground on May 18th and between them they have raised over £500 this year.

Next year I hope they get even more support from the club members, either with the donations or by having a go (sorry women and children only)

At the last AGM it was agreed that the club night venue would be changed to the White Horse public house in Trowse, we have been there before for club nights and the AGM. As normal it will be on third Thursday of the month from 8pm onwards. So please do not turn up at the Ugly Bug as most of us will not be there we will be at the White Horse.

.... and after (legless – surely not)



Watton High Street is Closed for the SCCoN Classic Car Run

Please adhere to these directions when arriving on the day of these events. We have the unique opportunity of closing Watton High Street to accommodate our events you will find that from which ever direction you approach the town you will meet 'Road Closed' and 'Diversion' signs. As an entrant for either of the events taking place on the day it is important that you adhere to the following instructions in order that our marshals can direct you to the appropriate areas.

- **FROM DEREHAM (NORTH) VIA A1075** Upon entering Watton proceed straight over the traffic lights and turn immediately right in to **Merton Road**. Follow event orange arrows until arrival on **High Street** via **George Trollope Road**. Follow the marshals' direction from this point.
- **FROM THETFORD (SOUTH) VIA A1075** Upon entering Watton proceed towards the traffic lights and turn immediately left before the lights (opposite **TESCO**) in to **Merton Road**. Follow event orange arrows until arrival on **High Street** via **George Trollope Road**. Follow the marshals' direction from this point.
- **FROM NORWICH (EAST) VIA B1108** Upon entering Watton turn left at the traffic lights onto **Thetford Road (A1075)** then turn immediately right onto **Merton Road**. Follow event orange arrows until arrival on **High Street** via **George Trollope Road**. Follow the marshals' direction from this point.
- **FROM BRANDON (WEST) VIA B1108** Upon entering Watton go straight over at the roundabout – past **ESSO** on the left and ignore the diversion sign – proceed into **High Street**. Follow the marshals' direction from this point.

Wonderful Watton

**The Sporting Car Club of Norfolk
in association with Watton Town Team
are pleased to invite you to bring your car to the
Peoples Choice Car Show
in Watton on Sunday 23rd June**

This show will take place **after** the Start of the SCCoN Mid-Summer Classic Run (entries for this event can be made via the SCCoN website).

Watton has closed the roads for a motoring event!

From 09:30 to 11:00 the High Street will be occupied by competitors for the Midsummer Classic Run organised by SCCoN.

After this wonderful selection of cars has left our High Street we need to continue the motoring fun by refilling the street with another collection of interesting vehicles.

We are inviting you to display your car, from Supercar to Classic, from Barn Find to Show Car or just that car that has been part of the family for many years, with us here in Watton.

This event is a celebration of our passion for cars and motoring, judging will not be based on how shiny your car is !!! It will be a Peoples Vote and all visitors to our Town will have the chance to vote for
The 3 Cars they would most like in their Garage.

The centre piece to this day will be an F1 Car kindly loaned by Classic Team Lotus.

Our Bars and Cafes will be open all day, there will be Club Stands, an Exhibition by renowned automotive artist Alan Stammers and live music to make a full family day out.

We would request that you arrive from 0930 and park as directed prior to moving into the High Street after the Classic Run traffic has left.

Entries for the ***Peoples Choice Car Show*** will be limited to 85 cars.

Please contact Chris Edwards Chairman Watton Town Team.
chris@edwardsnews.co.uk
01953 881234 office

Midsummer Vintage and Classic Car Run Sunday 23rd June

Starting Le Mans style from Watton High Street

Tea and coffee will be available plus the opportunity to purchase a breakfast (bacon rolls etc.)

At the start entrants will be supplied with a rally plate and a road book in our popular easy-to-follow format

All cars completing the route will be given a memento

The route will cover approximately 80–90 miles of quiet Norfolk roads

Timing will be very relaxed allowing sufficient time to enjoy the various sites of interest along the way

Finishing at Snetterton Circuit

To get in free on the day please contact us asap as we will arrange it so you can join us at the finish.

We have been advised that no dogs will be allowed into the circuit.

Please contact Martin, Christine or Suzanne Newson
01502 716280
Email cjnewson32@yahoo.co.uk

Thanks to Rob Kitchen of
Norfolk Classic & Sports Cars
for his generous support



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& Sports Cars
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Behind Fakenham Auto Electrical

M: +44(0)7867 516281 E: Rob@NorfolkClassicCars.co.uk
T: +44(0)1328 855595 W: www.norfolkclassiccars.co.uk

**WANTED
FOR
SPOTLIGHT**

Articles, pictures, jokes, anecdotes, anything

The subject does not need to be Motor Sport

Have you any suggestions

How about member profiles – it could be you

Have you got anything to sell

CAN YOU HELP?

**Links Electrical Supplies Breidden Road Rally
Welsh Border Car Club
24th / 25th August 2013**

This year the event will enjoy the support of main sponsors **Links Electrical Supplies Ltd** and will be based at 'The Timber Yard' near Guilsfield.

Last year over 1000 followers gathered at the notorious event, where organisers had proven yet again what a superb location for both competitors and spectators alike the Welsh Border lanes really are.

A warm welcome will be extended to all competitors wishing to enter the event, and at many other points along the route where farmers and landowners welcome the fun of the occasion.

Hugh & David are hoping to put in an entry and as Welsh events operate a 'No Marshal No Start' policy need a couple of volunteers

Not the best weekend for a trip but if anybody is interested please contact David

For younger readers who never had the chance to experience the road rallies of the 70's and 80's then the Welsh Road Rally experience will come as a bit of a culture shock

Marshals Post

David Bell

Upcoming club events – Midsummer Vintage & Classic Car Run, Peoples Choice Car Show

Other clubs:

Rainworth Skoda Dukeries Rally on Saturday 8th June based at Southwell Racecourse (nr Newark) organised by Dukeries Motor Club

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

Huntsman Rally on Saturday 29th June based at Wilson Golf Club (South Derbyshire) organised by Carlton & District Motor Club

*Debden Autosolo and Autotest on Sunday 7th July at Carver Barracks (nr Saffron Walden) organised by Eastern Counties Motor Club **PLEASE CONTACT MARTIN NEWSON IF YOU CAN HELP***

Javalin's Jumbo Targa Rally on Sunday 14th July based at Wethersfield Airfield (nr Braintree) 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.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)

2013 / 2014 12 Car Championship

Provisional Calendar

Round	2013 / 2014 Date	Event	Organiser(s)
1	27 th September	P & H Novice	David & Katy Leckie
2	25 th October	SCA Race & Rally	Jonathan Stimpson
3	29 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	31 st January		
5	28 th February	Your Ideal Shop	Howard Joynt & Bernie Fox
	14 th March	March Hare	
6	28 th March	Lyng Garage	Simon Tebbutt

Road Rallying May Round Up

Month of two halves

Border 100 Road Rally
4th / 5th May
Welsh Border Car Club
Maps 125 & 126
With Hugh in his MG
27th o/a

061 Altratech Navigational Rally
18th / 19th May
Stockport 061 Motor Club
Maps 110 & 119
With Paul in his Proton
5th o/a

Saturday 4th was the date another step into the unknown with a trip 'over the dyke' to Llanfyllin (10 miles west of Oswestry) for the Border 100. Again no idea what to expect but the event did come highly recommended with 100 miles of pre-plot classic Welsh lanes on the menu. Welsh events require a marshal and that was to be our first hurdle. An appeal on the forums was less than successful so we went to plan B, turn up on the night and beg!

Part of plan B met with my approval, turn up early (not usually a very high priority on Hugh's pre-event agenda). One feature of Welsh events seems to be that scrutineering seems to open ever so early (we were second car through at 5:30 with the competitor briefing not due until 9:45). My first experience of the 2m noise test and we sailed through at 74. Scrutineering; Hugh assured me that the rear light problem was cured and yes they did work so it was a shame that one of the headlight bulbs didn't! This didn't seem to bother the scrutineer as he passed us with the comment that it was our problem if we didn't want to see where we were going (fortunately Hugh had a spare).

Now for the tricky bit, would we find a marshal? You don't get to sign on until your marshal has

signed on so no time cards, pre-plot documentation etc. This caused me quite a few problems last year when I did the PK Memorial with Paul as Welsh paperwork is 'different' and needs to be studied. Anyway what was there to worry about, one of our chums spotted Stewart Merry signing on as a marshal and Hugh was despatched post-haste and we had our marshal – easy-peasy! It's quite easy to spot cars with no marshal in the car park as they were the ones with no numbers.

Little bit of pre-plot (quiets and cautions) and the organisers even provided an A4 photocopy of the maps where the competitive route crossed over the maps, very pampered these Welsh boys and girls!

Competitor briefing was also very relaxed, significant points were only one car to start on a given minute and the threat to exclude crews deliberately dropping a minute at neutral controls to try and avoid a previous cars dust – a very selfish practice as in a 75 car field if every crew deliberately dropped a minute at the start of the first competitive section (usually a neutral or transport) then car 31 and beyond would be OTL before they even started.

80 minutes pre-plot, running at car 33 (out of 75 and 20th class 2 out of 29); I must be getting better as I had them all plotted with 5 minutes to spare (that'll be 125 grid references in 75 minutes – is that impressive or what!). I had Hugh reading them out and I'm still not certain whether that was a help or not! Welsh navigation goes by competitive sections with a section start control and a section finish control with the controls in between all competitive with the time card providing the information whether they are timed to the second or minute and notes on the

route card explaining which sections are neutral. English events have the section defined by the 'name' of the control at the end of the section, in Wales you have to work it out for yourself.

The route card gives you the location and directions (approach / depart) of every control and passage check (one of the benefits of having at least 75 marshals is that all but 2 of the 30 passage controls were manned. One tip I have learnt, if a section does not have any passage controls then it will NOT be a 'dropper'.

One more very important point, timing was to be on presentation of the card to the marshal with waiting allowed, the significance of this will become apparent later in the month.

Short run out to SS1 for a longish gentle opener which everyone cleaned. The third junction did indicate how things may be going to turn out, I called a slot right which looked as though it may be tricky on the map, sure enough it was where I called it but Hugh wasn't having any of that as we slid past and then made a bit of a pig's ear of reversing back up a slippery hill much to the amusement of the spectators who had been lurking 'out of sight'.

TC1a and the start of the first dropper and boy oh boy did we have a serious effort at ending our efforts in total disgrace before we had even started! The 'fun' started 200m into the section with the first NAM (slot left into a farmyard, through a barn and follow the arrows back onto the road). Called the slot and even with a marshal in a florescent tabard standing in the middle of the road pointing into the farmyard Hugh ignored the obvious and drove to the marshals manning the PC wanting to slot left there. Managed to get him to

backtrack but he still wouldn't go into the farmyard, it wasn't until car 34 turned up he agreed only to stop in the farmyard for another debate as car 34 had already disappeared into the barn! Finally emerged and re-joined the road, with a heated debate still running. The one-sided debate continued through a standard NAM and was still going at PCC. 500m after the PC the instruction was slot right at a church (only junction on the road). My excuse was I was still sorting out my paperwork but Hugh had zoned in on another car in front and the answer to my 'have we slotted right' was yes. Well when we caught the taxi and the answer to 'did any cars pass us in the control' was no the old alarm bells started ringing. Well that was 8:34 dropped at TC1b and now running behind car 38 and comfortably last in the o/a standings. Memories of the Myotis flooded back.

Have to admit things improved dramatically after that and we had a fairly incident free run for the rest of the event. Cracking roads, well marshalled, most enjoyable event. One little feature was the use of small SGW signs located on hard to spot Give Ways (particularly coming off whites), 10/10 for that one. Also many DSOs manning Give Ways, another way of taking time off you as each one required a signature, Hugh was on best behaviour. I guess one of Hugh's favourite bits was a NAM through a manure covered farmyard and sheds, certainly impressed the spectators.

Breakfast was also worth the trip, we ended up 27th o/a which was a lot better than it looked at TC1a. However, even without our mega c*ck up we still would have only just scraped into the top 20. But we did pick up an award for best under 1425cc, best of 3 but an award is an award!

If anyone fancies a visit to see

what it's like we are intending to have a go at the Breidden on 24th / 25th August. Incentives are offered to anyone who would like to be our marshalling crew.

An event with Hugh wouldn't be the same without some mechanical issues, this time they came about on the trip home. We managed to miss the intended A605 slot left off the A14 (never trust a driver when he says he knows the way) and plan B was hatched to slot left onto the A141 at Huntingdon. The truck had been making a strange noise for an hour or so (immediately diagnosed as a blowing exhaust), as we approached Huntingdon it became apparent that it wasn't the exhaust and it was getting worse. Crawling around Huntingdon the stopping and starting proved too much and there was a big bang and a serious vibration against the floor. Not very technically minded but a bit of heavy right foot fixed the problem – a very big bang then no noise and then a halt to pick up the prop shaft that was no longer attached. Fortunately the truck didn't seem to need the offending bit so we set off again Big queue at March so plan C kicked in giving us a very scenic trek across the fens to Swaffham. Back home for 6pm.

Saturday 18th for a trip to Derbyshire, more familiar territory and format (well one out two wasn't too shabby a prediction!). Met up with Paul at the usual finish venue, heavy mist on the hills was not what we really wanted.

Are you sitting comfortably, pre water shed warning – this is going to be heavy going – you have been warned.

A bit of history, the 061 was my first introduction to 'modern road rally regularities' or 'Targa Timing for the noughties'. Basically intermediate regularity time controls were used to seriously

screw the timing. Three years ago the club fell foul of the MSA and have been on the naughty step since, resulting in squeaky clean events. Last year the result was decided on the 4 'tests' with most crews cleaning the road sections.

For this year even though all the paperwork referred to it as the 061 Road Rally it actually ran under a National B Navigational permit. The main difference between a Navigational permit and a Road Rally permit is that the Navigation permit allows regularity sections timed to the second, a Road Rally can run under either a timed to the minute or a timed to the second permit (the timed to the second version is more expensive). Now I get onto to my favourite platform as I still can't see how an event running regularity sections can run to scheduled timing, perhaps it's just me being thick. Back to the 061, I have to say that I'm fairly comfortable with the theory behind regularity timing but after one of the most confusing briefings I've ever stood through I'm not so sure. Another feature of the 061 is that although the organising team is very experienced they are not very user friendly and they haven't changed – one or two questions from senior navigators about procedures at controls weren't answered with any clarity.

My understanding was at the three types of control the procedure was IRTC (intermediate time control on a regularity) the time given was when the card was presented to the marshal (no stopping within sight of the control), RTC (time control at the end of a regularity) the time given was when the car passed the board (no stopping within sight of the control), STC (time control at the end of a standard section) the time given was when the car passed the board (stopping outside the board allowed). What wasn't clear to me was whether you were allowed to go in on the previous minute or on

the minute you wanted. Paul thought the former but I stuck to the latter.

The navigation comes in the form of a London Road Book (marked map with a series of numbered points highlighted) handed out at signing on with route cards handed out at various controls. Last year the navigation was 75% join the dots with a couple of simple tulip sections and a herringbone. This year the briefing implied that all the regularity sections would start with tulips or herringbones finishing off with join the dots. Another 'interesting' feature was manned PCs in the regularities would need navigators to fill in a line on the marshals check sheet (in practice this turned out to be a 30 character phrase shown at the top of the check sheet).

The briefing also included a couple of cryptic comments about a re-route and a section where the tulips wouldn't work until you arrived at the junction, the first one was to have quite an impact on one or two crews times.

We were quite happy to be running at car 21 out of a high quality entry of 57 (3rd in class 2).

The event started with two runs round the usual test laid out in the Powerflex start venue, followed by a short run out to the start of the first regularity and the beginning of a fun packed night. Hand out 2 came through the window at n2 for a 10 minute (5 mile) section to r4 with ir3 at 4 minutes (2 miles). Now I suppose a trip would help but Paul doesn't even have a speedo so we were down to a best guess as far as distances went; even my romer only runs to metres and trying to convert miles to kilometres is outside my pay grade. Didn't really have to worry about being early at the first intermediate as even though every 061 and Drystone uses the bridleway in GS0874 I still missed the entry slot (I guess from the

attitude of the lady stood outside Daisymere Farm I wasn't the first!).

What was obvious from the first hand out was that the navigation was going to be hard work. Only tulips (plus other information to muddy the waters) but in a randomly ordered and numbered grid – in sequence but with gaps. Still not quite up to speed and we were very lucky not to clock in early, Paul did a superb job of keeping the car moving to take 3 minutes to cover 200m (should have parked up well before the junction into the control). The actual layout of the route card was technically quite difficult and the extra burden of trying to keep an eye on the time and switching between flat out and snail pace was a struggle. Car 16 managed to book in 3 minutes early and 95% of the cars between 22 & 57 were early. Car 16 was a good example of where my comprehension of regularity timing within a scheduled timing event fails. We were on the first section of the event and all started at n1 on our scheduled minute, car 16 dropped 51 seconds at ir3 therefore clocked into r4 3 minutes before his scheduled (and due) time (gaining a 3 minute penalty as per the regs) but how do you get back onto your scheduled time at s5 without taking another penalty – I've obviously still got a lot to learn. Do I hear a 'what about the ¾ rule' whisper from the back, 6 minute section covered in 3 minutes, only applies to sections over 8 minutes but watch out for ir10. Perhaps the obvious answer is that at a control following a regularity finish you are allowed to drop time penalty free to put you back onto your scheduled time.

Easily cleanable standard sections with straight forward join the dots moving eastwards north of the A623 to s7 including a 'new' bit round Newwall Nook. The location of s7 was on the entrance to Middleton Quarry (aka Black Harry I assume) which has been out of

bounds for the last two or three years after a change of ownership. (More boring stuff, the MSA allow one standard section on a Navigational permit to be timed to the second, this was it.) Back to a randomly numbered and ordered grid of tulips (only 10 this time) to take us through the quarry using the main access road, sneaky passage check 100m in caught out many including us (30 seconds wasted). Everyone dropped time at s8 but it was good to be back in the quarry.

Transport section through Ashford in Water to t9 in Kirk Dale and the start of the carnage. Regularity through ir10 to finish at r11, 14 minute section with ir10 located after 9 minutes although a slightly different format with ir10 timed to the minute and r11 timed to the second. Hand out came through the window with a simple herringbone (even split into two with the split approximately where ir10 should be) – the only slight complication was a map change. Mistakes by me (looking at the wrong NAM diagram and not being able to find the correct map even though it was written on the route card) were beneficial as after car 23 sped past it was a struggle to curb Paul's enthusiasm (Hugh would have been a serious challenge) as I tried to persuade him to look for the control and not to be early. A look at the results for times at ir10 goes a long way to explain why the toys came out of the top 5 prams. Car 1 (1m), 2 (already given up and gone home), 3 (3m), 4 (2m), 5 (3/4 rule fail – more than 3m early), 6 (1m), 7 (clean), 8 (3/4 rule fail), 9 (3/4 rule fail), 10 (1m).

But that was only the starter, there was more to come. The original hand out had r11 at the Waterloo pub (finish venue) using a track I've never been down before. But this turned out to be the section with a re-route mentioned in the briefing. At pc10a we were given a route amendment 100m before a T junction. Unfortunately there was a

typo on the amendment but after reading all the information on the amendment slip it was obvious that the reference to point 38 should have been 35 with the section now finishing down the usual Fivewells Fms footpath. By now we were running behind car 20 and time for another character building moment as car 20 went left and I called right only to come face to face with a rally car. Now it's very hard to concentrate on plotting a last minute route amendment at the best of times so trying to convince your driver that your way is the right way doesn't help. Anyway we made it to the (very rough) footpath at the head of a convoy and all was well. Car 20 clocked up 13 minutes penalty at r11 cars 4 and 10 adding another couple of minutes to their totals.

Time for petrol and I kept my head down. I thought we were going OK but found it hard work, not at all what I had expected. Scores on the doors at half way had us 5th o/a although I didn't know this at the time. Paul had a wander round and reported back that there were one or two unhappy campers.

Bit of pre-plot here with a join the dots standard section down the Goyt Valley and over Axe Edge to s15; followed by another one using a new white to me (just as rough as all the others) around Dove Head to s16 and the start of the next regularity over Hollinsclough Moor and Lady Edge. Hand out 8 was a straight forward herringbone for a 16 minute section to r18 (ir17 after 5 minutes). I think most crews were getting used to the new format and I had a reasonable punt at where ir17 would be stopping before the junction into the control. I still managed to drop 5 seconds (although I had it down as 2 seconds on my check sheet and we had been told that 5 seconds either way would be considered clean).

A longish link section took us to the start of the next regularity on

Hartington white. 29 minute section to r21 (ir20 after 4 minutes) via Heathcote, Long Dale, Parsley Heath, Youlgreave triangles, Ditch Cliff to finish just south of Ashford in Water. Another grid of tulips and an example of the best and worst sides of the event, Hartington white was extremely rough although it did look as though a dry stone wall may have received a bit of a helping hand to move from the top of a grassy bank into the middle of the track (bit too high for a clout from a car). Every crew dropped time at ir20 but was the run to r21 tedious or what. Came across a convoy of cars at the triangles, our initial thought was that we were ambling along behind a police car but then I realised that we were going to be well early. Slowed right down but still had to park up for 5 minutes before crawling into the control.

One more hand out to take us from t22 to s25 through ir23 and r24. Looking at the map route options were limited, the obvious candidate for a regularity was Peak Pastures but the final 7 minute standard section was a puzzle. Sure enough the regularity was up and over Peak Pasture into Calver and the final section puzzle was resolved with a second visit to Middleton Quarry. Peak Pastures is not for the faint hearted - the first bit is a steep and seriously rough uphill white (the usual access to High Rake) – the second bit is a very steep downhill rough white punctuated by a series of hairpin bends that haven't quite made it down to Southampton. Time for the other bit at the briefing, the top of Peak Pastures featured an arrowed loop through a field ending up with the tulip that doesn't feature on the map. This was another dropper for every crew (even though it included a km of wide straight B road).

An event wouldn't be the same without a Percy c*ck up, saved this one for the last section. The

standard section through the quarry used the entrance track down the footpath. I've been down the footpath before so have no excuses as I sent Paul down the 'old' NAM entrance track. That and a bit of a hesitation looking for the final NAM on Longstone Edge cost us a stupid minute as we only just missed cleaning it.

Run into the finish and a careful booking in, the club don't win many friends as they rigidly stick to times requested at the final control – on most events the final control is fairly relaxed with some organisers not even bothering with a time at the final control.

Half way through the second half we had discovered that the top 5 had given up at half time but it was still a pleasant surprise to find us listed as 4th o/a at breakfast, 3 seconds behind 3rd o/a and 47 seconds behind 2nd o/a. Unfortunately the only way is down as other crews query times and we ended up 5th o/a – still a cracking result – admittedly helped by the top 5 going home but still not too shabby.

The breakfast was also very good the bar was open and it was sunny, all was well.

Even though we ended up with a good result on the 061 I still didn't like the format (although the negative stuff on the forums was a bit unfair – in my opinion there was nothing wrong with the event, just not what was expected) and in comparison the Border 100 was an absolute cracker.

Next on the agenda is a trip to the Trough of Bowland with Paul on June 15th / 16th then it will be the re-arranged Kick Energy Derbyshire on July 6th / 7th, both events advertised as pre-plot.



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	?	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

Round 9 is still looking for a venue and a new date will be announced

LATEST NEWS

The club are hoping to run an evening Production Car Autotest at Snetterton on Tuesday 16th July, Tuesday 23rd July or Tuesday 30th July and a Scatter on a Sunday in August

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	9th 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.

LATEST NEWS

The event at Carver Barracks on Sunday 7th July will also include a Production Car Autotest.

Miscellaneous



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	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	28/11/12	D3
143	Ely & Wisbech, Downham Market	17/11/08	D1
144	Thetford & Diss, Breckland & Wymondham	18/04/11	B3
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	12/01/12	<u>D2</u>
156	Saxmundham, Aldeburgh & 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/201306.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

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