

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

February 2014



Paul & Percy

Beaver (just before the first wrong slot – should have been looking at the map)

Events in February

**Thursday
20th February**

**Clubnight
Table Top Rally**

White Horse Inn

**Contact
David Bell**

**Friday
28th February**

**Your Ideal Shop
12 Car**

Canada Garage, North Walsham

**Contact
Bernie Fox**

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

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Thursday 20th February

Table Top Rally

White Horse Inn, Trowse

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

Please join us at the White Horse Inn on **Thursday 20th February** for the next Natter & Noggin

Diary Dates

Wednesday 5th February
Management Meeting

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

Friday 28th February
12 Car Round 5
Your Ideal Shop

Wednesday 6th March
Management Meeting

Friday 14th March
12 Car Challenge
March Hare

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

Friday 28th March
12 Car Round 6
Lyng Garage

Wednesday 2nd April
Management Meeting

Thursday 17th April
Club night at the White Horse Inn, Trowse

Marshalling

Marshal Points:

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

Friday 28th February
12 Car Round 5
Your Ideal Shop

Friday 14th March
12 Car Challenge
March Hare

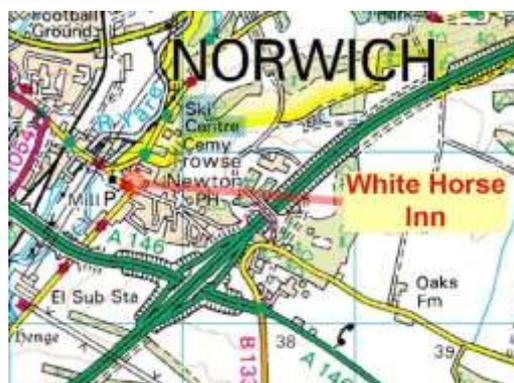
Friday 28th March
12 Car Round 6
Lyng Garage

Your Ideal Shop
12 Car

Friday
28th February

Map 144

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



2014 Dates	Event	Champ.	Contact(s)
Wednesday 1 st January	New Year Treasure Hunt	Clubmans	Ian & Gill Doble
Thursday 16 ^h January	Club night Paris to Peking		Guest Speakers: Peter & Allison Cotes
Friday 31 st January	12 Car	12 Car	Mark & Lorraine Annison
Thursday 20 th February	Club night Table Top Rally	Clubmans	David Bell
Friday 28 th February	12 Car	12 Car	Bernie Fox & Trevor Addison
Friday 14 th March	March Hare		David Bell
Thursday 20 th March	Club night		
Friday 28 th March	12 Car	12 Car	David Bell
Thursday 17 th April	Club night		
Thursday 15 th May	AGM		David Leckie
Thursday 19 th June	Club night		
Sunday 22 nd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 17 th July	Club night		
Thursday 21 st August	Club night		
Thursday 18 th September	Club night		
Friday 26 th September	12 Car	12 Car	
Thursday 16 th October	Club night		
Friday 24 th October	12 Car	12 Car	
Thursday 20 th November	Club night		
Friday 28 th November	12 Car	12 Car	
Thursday 18 th December	Club night		

www.scon.co.uk/SCCoN2014Calendar.htm

Chairman's Report Feb 2014. The fun has begun.

No sooner the year has begun than we are off on the first rally of 2014.

Before I report on our weekend of fun, here is some important news for you all to think about.

At a recent AEMC meeting it was reported that a court order has been "awarded" to a lorry park. Why I hear you all cry!!!!

It was planned to have a third motor sport event being organised and run for the youth of the area for themselves to exercise their cars (which was approved by the local police) in the large lorry parking area. This is and would be controlled and safe (insurance and medical in place) as any motor sport event can be.

It would appear that one person in the area did not approve (I have now found out there are two complainants living 4 and 10 miles away), complained to the council and they imposed their weight behind the court order. Now no event.

It would seem the only reason I can think of for doing this was they do not want the youth to have any fun in controlled conditions. It might have been the noise problem, no the noise meter readings show the A14 makes more noise than this car event. Surely it must be better than to do this sort of thing here than supermarket car park or the streets of our towns.

Now remember this is only one person complaining.

How does this affect us as a car club, a court order will / can stop us from using our cars on Car Trials, Autotests etc. More importantly we could be stopped from running our 12 car series should we have persistent complaints. We have (ask Dave Bell) had a couple of visits from our finest police force. This is why we have to be careful how we run and organise our events and why we / you need to drive in a responsible way, it is a privilege to be able use our local roads not a right for motoring events.

MGJ Engineering Brands Hatch Winter Stages

A small but perfectly formed team made its way down to Brands Hatch very early on Sunday morning, with the stages already laid out all we had to do was have some breakfast and make our way down to our marshal point for 8.30 am.

It was quite cold out; with ice covering the sheltered areas there was going to be some interesting driving styles on the early stages.

We were in the same area as last year, looking after a split and merge near to the medical centre.



The first two runs at the stage were ok without too much incident, but it did not last.

The split became a merge, and the drivers do not respect barriers made of blocking boards and cones.

We were asked to build the merge so drivers had about 100m of parallel driving before they come together; well it looked good for the first 4 cars. Car 5 soon sorted it out wiping out over 30 cones and blocking boards.

We tried to make the best of what was left, just arranging the blocks and leaving the damaged cones for later; Paul Doodson's whistle was working overtime warning us of the fast moving rally cars. The stage was not stopped, we did have to do another rebuild between stages to make it safer we made the corners tighter= slower approach to the merge.

When the stages changed for 5 and 6 we made the approach to the new merge in such a way we only had the one incident when we had to repair our "corner" and run.

For the last two runs the new layout meant we had no real problems, and we had time to talk and finish off the cake Christine had been busy making during the week.

It was a good weekend; ask any of the team, Maggy and Geoff Bateman, Andy and Dale Lawson, Martin and Christine Newson, Paul Doodson, Jordon and Matt (thank you for your help).

Why don't you join us next time? Check for details for when and where in this month's newsletter.

**EVER THOUGHT OF NAVIGATING ON A STAGE RALLY?
I AM LOOKING FOR A NAVIGATOR FOR 2014
I WOULD LIKE TO DO FIVE RALLIES THIS YEAR
FOUR BTRDA ROUNDS + THE TOUR OF MULL IN OCTOBER
INTERESTED?
EMAIL MARTIN NEWSON ON - cjnewson32@yahoo.co.uk
PHONE 01502 716280**

Feb 1st Cambridge Motor College: Training Day

Some of the clubs marshals decided to take advantage of a free day's training provided by the MSA training team. Meeting at the college at 9am we had to leave the house at 7.30 or so.

There were around 40 or so of us splitting up into 4 groups for training in 4 different disciplines: Christine, Andy and Paul "doing" the radio training; Dale and I the senior stage officials.

It was very interesting, we really covered a lot of ground in the day most of it was regarding safety on rally stages. The radio training was equally intense, but I understand well worth it. We now have three qualified radio crews.

MGJ Engineering Brands Hatch Winter Stages Report

THOMAS WINS DRAMATIC BATTLE

Since winning last year's MGJ Brands Hatch Winter Stages, Dean Thomas hasn't had a lot of luck with his Davrian Dav-Tec. But on a chilly day at the Kent circuit, it was Thomas' turn to benefit when long-time leader Johnnie Ellis hit trouble on the penultimate test.

Freezing overnight temperatures meant that it was treacherously slippery for the opening two stages. That played to the strengths of the four-wheel-drive traction of Ellis and co-driver Dave Green's Subaru Impreza, running with upgraded suspension and a new sequential gearbox. Ellis stormed through the opening test six seconds quicker than Thomas and co-driver Mark Burt, who long time with a half-spin on the back straight.

Thomas matched Ellis on the second test, but the Impreza man responded by going fastest on both stages three and four, stretching his lead to 13 seconds at the lunch break. Someway behind them were Royston and Bridge Carey, who had lost time getting stuck behind slower cars in their Renault Clio.

While the blue skies gave way to cloud late in the morning, the mildly warmer conditions helped increase the chances of the two-wheel-drive brigade. Some lunchtime set-up tweaks transformed the handling of Carey's Clio, and he went on a charge, setting fastest times on stages five, six and seven.

Up front, Thomas clawed three seconds out of Ellis' lead on stages five and six, but there seemed little chance of him erasing the ten second deficit in the final two stages – until Ellis picked up a front-right puncture. To protect the racing circuit surface, crews aren't allowed to drive on punctures in the event, so Ellis had to stop and change the wheel. It cost him more than three minutes, and he dropped out after the test.

That meant Thomas led Carey by ten seconds heading into the final test, run in dark, damp, misty conditions. Carey lost time when he caught two cars, while Thomas stormed to the fastest time to win.

"Just getting to finish feels good," said Thomas, who only finished two rallies last year. "We didn't have a trouble-free event. We had a misfire all day, and an alternator belt broke. The spare we bought was the wrong size, so we had to bodge up a new bracket to fit it."

Pete Rayner and Stanley Graham recovered from a slow start to claim third place in their Ford Escort Mk2, 40s down on the winner. Paul King also lost time on the early stages with gear selection problems on his

Escort Mk2, before fighting back to forth. Ian Hucklebridge/Gary Johnson were gift in their Escort Mk2, with Stuart Gilks/Michael Boyns sixth in their Talbot Sunbeam. The first 13 finishers were all in two-wheel-drive cars. Stuart Cadman/Dennis Suttwood (Mitsubishi Lancer 4), were top 4WD crew, finishing 14th overall and top of Class E. Anthony and Christopher Newton took a commanding win in Class A in their Vauxhall Nova. Matt Endean took second in class in Muriel the Micra, with Lizzie Pope co-driving.

The MGJ Engineering Brands Hatch Winter Stages will feature as part of an hour-long show called Special Stage Extra, which will be broadcast on Motors TV (Virgin Media Channel 545 and Sky Channel 447). The event is scheduled to be shown for the first time at the beginning of February, transmission date TBC. The show is produced by Special Stage and is a new monthly show featuring a wide variety of clubman rallying within the UK.

For those unable to view Motors TV, the show will also be available to view for free online.

Date for your Diary

AGM

Thursday 15th May 2014

White Horse Inn

More details next month

Table Top Rally

Thursday 20th February 2014

White Horse Inn, Trowse

Approximately 120 miles on maps 134

First crew away at 8:01 & scheduled to finish at 9:01

Regs available on the website
(contact David Bell on 01603 720871 for a paper copy)

NO Entry Form NO Entry Fee NO Insurance

Novice & Expert Class

Individual or Team Entries accepted

Come and have a peek into the weird and wonderful world of the Table Topper

Marshals also required

Marshals Post

David Bell

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

Other clubs:

~~Xpart Rally on Saturday 15th February based around Bury St Edmunds organised by Chelmsford Motor Club **POSTPONED**~~

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

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

March Hare 12 Car

14th March 2014



6 crews from SCCoN v 6 crews from KLDMC

Starting and finishing near Fakenham

100+ miles on Map 132

If you would like to represent the club please contact team captain Andrew Lawson

If you would like to marshal please contact David Bell

Canada Garage Motorsport

Canada Garage 12 Car Feb 2014

With the first round of the 2014 HRCR championship due on 1st March, Jim and I thought it would be a good idea to get some rally practice in beforehand, so entered the SCCoN Canada Garage 12 car. After my missive in the Christmas Spotlight about what cars are appropriate for these events I was a little embarrassed to be turning up in what the regular HRCR pundits believe is the best sorted and quickest MGB on the circuit. With that said, it is definitely a fine weather car and the persistent rain that fell all night certainly put a dampener on the occupants.

With formalities over and just a few black-spots and "Quiets" to plot there was plenty of time for catching up before the start. We were running at #2 and it took a little while for me to get to grips with the timecard and our start time of 8.03. as SCCoN 12 Cars run at two minute intervals now to help reduce bunching.

The first hand-out was a list of junction instructions e.g TR, SO etc, but the second line was in reverse order. These all went onto the map easily but we were through Trunch before I could give much assistance with the road but we arrived at TC2 on our minute without any dramas – good start.

Next hand-out was a list of numbers some with spaces that morphed into grid lines to cross. I had a small "moment" trying to decide which was the shortest route to take through Lower Street to head due west to near Hanworth and then north to

approach TC3 at the end of the white in the NE corner of GS2037; on our minute with 30 seconds to spare.

Next hand-out was a circular herringbone that should have been easy, but I made it hard work. I just sat and stared at it not knowing which way to go out of the control. Fortunately the very kind marshal asked us to turn left and park up out of the way, so that was a good start. TC4 plotted in Mark's usual white lay-by in the SW corner of GS1641 and the hand-out showed a loop with a BS on the short-cut. This BS read more like spot-height 85 so I spent an age looking for this until I twigged that it was "black-spot". Then I wasted even more time trying to decide which way to go round the circle to finish at the BS. Fortunately another competitor arrived and went LWT around the triangle adjacent to our position and everything dropped into place. Jim mentioned to me at the finish that he had told me a PC board was there quite early on, but I did not react. Something my wife, Gill, can relate to very easily apparently? Perhaps I'm going a bit deaf? Most of the route went well but we wasted another 30 seconds or so looking for an LWT board on the wrong junction, but this became clear a couple of junctions further on, which just left the final dash north up the Lion's Mouth yellow, another favourite. All my messing about resulted in us dropping 4 minutes at TC4.

Within seconds of getting our time we were greeted by David Bell advising me he was TC5 and this threw me for a few moments, until

I realised the unopened envelope I was holding was labelled TC4, and the next one was TC5!

Our due time came along and the TC5 hand-out was a bit of a puzzle to start with and a couple of minutes were spent stationary as I tried to make sense of it. It became a list of spot heights, out of order, and 3 green circles to pass through. I was initially delayed by a 98 on the road I wanted to use, but realised it was for a Trig Point and not a spot height so it did not count, and then the rest of it fell into place, although we passed through four green circles in total, but only three of them were between spot heights 93 and 87, so very cunning. I'm glad I did not see the "and no others" on the hand-out until to-day, Monday, otherwise we might still be in the lay-by! Lucky again to scrape into our minute at TC6 especially as we were a bit close to Mike in his car at the Control making it a little tight for him to get out to sign our card.

We were now just north-west of Barningham Hall heading towards Baconsthorpe. The hand-out was a string of 21 letters and a triangle which translated into exit directions of grid squares and an LWT along the way. The route took us to Hempstead and south down the Pond Hills yellow which I think is the best road in Norfolk as it is just like a Welsh lane; narrow with lots of brows and twists to catch out the unwary. I was still plotting so could not really enjoy it, although with the amount of water about on the roads Jim was being ultra-cautious all the time and we did not have any dramas all night.

This was an 11 mile section and I had not finished plotting until we had completed about 10 miles so real plot n bash and the timing was spot on and we once again came into TC7 on our minute, and Jim hands me the last envelope.

Uuurrrggghhhh! Eight out of order map references. So we set off to the next junction slowly as I try to figure out which one is closest to where we are, so the one to plot first, heading north just north of Mannington Hall. I manage to get one plotted, but not the closest as it turned out, and set Jim off in the right direction, I hoped, which gives me a couple of miles to try to get some more plotted. We have a few hesitations when I realise I have wrongly used the departure direction as an approach, but luckily the next MR I plot makes me realise this and I begin to get a warm feeling for the route I am creating. One of my problems is that I am not very disciplined when

numbering and marking the references and I keep re-plotting the same ones. I'm also a bit stubborn about not wanting to give in to stopping to plot them. Again something Gill can relate to apparently, don't know why? Anyway we continue to make headway until we get to Hanworth where we pull over to let an on-coming local pass by, but he/she takes an absolute age, and although the little MG gave all once we were outside the village we just could not make the final control in time and we were about 30 seconds over our minute. I tried to "bully" the time I wanted by shouting it out, but Peter Riddle was in charge here and far too experienced to fall for that trick.

Mark and his team took a little while to sort out the results, but very well done to Chloe and Tony managing to clean it and taking a deserved win. The expert navigation was pitched just right

and the route demanding even without all the water. We finished 6th but second expert having picked up a fail on the last section for not seeing and recording one of the passage check boards. Well done to Richard and David for seeing them all. If we had seen it too there would have been a three way tie for second – always an "if".

This was another cracking SCCoN event, hopefully without upsetting any locals, and as always a BIG thank-you to Mark and Lorraine for organising and sponsoring the event, and to all the marshals for coming out to let us play. As for Jim and I we really enjoyed ourselves, and it got my old grey matter working, whether we will be "match-fit" for the Tour of Cheshire remains to be seen.

Ian & Jim

Feb 14

"Woman stops gator attack with a small Beretta pistol."

This is a story of self-control and marksmanship by a brave, cool-headed woman with a small pistol against a fierce predator. What is the smallest calibre that you would trust to protect yourself? A Beretta Jetfire testimonial. Here is her story:

While out walking along the edge of a bayou just below Houma, Louisiana with my soon to be ex-husband discussing property settlement and other divorce issues, we were surprised by a huge 12-ft. alligator suddenly emerging from the murky water and charging us with its large jaws wide open. She must have been protecting her nest because she was extremely aggressive.

If I had not had my little Beretta Jetfire .25 calibre pistol with me, I would not be here today!

Just one shot to my estranged husband's knee cap was all it took. The gator got him easily and I was able to escape by just walking away at a brisk pace. It's one of the best pistols in my collection! Plus ... the amount I saved in lawyer's fees was more than worth the purchase price of the gun.

The heaviest element known to science is Managerium.

This element has no protons or electrons, but has a nucleus made up of 1 neutron, 2 vice-neutrons, 5 junior vice-neutrons, 25 assistant vice-neutrons, and 125 junior assistant vice-neutrons all going round in circles.

Managerium has a half-life of three years, at which time it does not decay but institutes a series of reviews leading to reorganization.

Its molecules are held together by means of the exchange of tiny particles known as morons.

12 Car Round 4

Canada Garage Motorsport

Results:

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
11	B	Tony Hewitt / Chloe Hewitt	-	-	1	
3	E	Robert Aldous / David Mann	-	5	2	1
10	B	Gordon Shipley / George Shipley	-	5		1
1	E	John Peterson / Ian Graham	-	22	4	2
6	I	Alan Shrimpton / Jonathan Stimpson	-	23	5	1
2	E	Jim Deacon / Ian Doble	1	5	6	3
9	N	Dale Lawson / Liam Brett	1	6	7	1
5	E	Ian Woodley / Damian Conway	1	18	8	4
7	N	David Leckie / Katy Leckie	1	29	9	2
4	E	Chris More / David Smalley	3	16	10	5
8	N	Andrew Lawson / Dan Wright	8	24	11	3
12	B	Lee Hunt / Pete Maeder-Smith	16	42	12	2

Thanks to Mark & Lorraine for organising & sponsoring and all the marshals Mark (Scrutineer), Lorraine (Signing On), Mark & Brian (CO), Bernie & Trevor (TC1), David & Elaine (TC2), Joe (TC3), Jez (TC4), David (TC5), Mike (TC6), Dan (TC7), Peter & Roger (TC8), Bernie & Trevor (CC), Mark (Results).

IMPORTANT – PLEASE READ

For the final two rounds of the 2013 / 2014 12 Car Championship there will be a slight change to the date when the regulations are published

Regulations will be published on the 12th February for the Your Ideal Shop and 12th March for the Lyng Garage

Entries will be accepted (entries open) on publication of the regulations

This is to prevent early submission of entries

Reminder; anyone entering a 12 car as a Beginner MUST get a copy of the event map(s) to the organisers in time to give them a chance to mark them up (no later than the weekend before the event). It is impractical to expect an organiser to mark a map on the night of the event.

Map 144 is required for the next event (Your Ideal Shop organised by Bernie Fox & Trevor Addison).

2013 / 2014 AMSC Trials Challenge

Round	Date	Venue	Organising Club
1	20 th October	Ivinghoe	FMC
2	3 rd November	Kensworth	FMC
3	17 th November	Lyng	SCCoN
4	1 st December	Wattisfield	WSMC
5	1 st January	Seckford	ECMC
6	19 th January	Harlton	CCC
7	9 th February	Holbecks	WSMC
8	23 rd March	Wattisfield	WSMC
9	6 th April	Brick Hill	FMC

CCC (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)
SCCoN (Sporting Car Club of Norfolk) **WSMC** (west Suffolk Motor Club)

2014 AMSC AutoSOLO Challenge

Very provisional calendar

Round	Date	Venue	Organising Club
1	27 th April	Debden	WSMC
2	18 th May	Debden	WSMC
3	20 th July	Woodbridge	ECMC
4	14 th September	tbc	CCC
5	19 th October	Debden	WSMC

CCC (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)
SCCoN (Sporting Car Club of Norfolk) **WSMC** (west Suffolk Motor Club)

Miscellaneous



Classic Car Specialists

General repairs for all makes & models of classic & vintage cars

Unit 6b, Garrood Drive, Fakenham Ind Est, Fakenham, NR21 8NN

Behind Fakenham Auto Electrical

M: +44(0)7867 516281

E: Rob@NorfolkClassicCars.co.uk

T: +44(0)1328 855595

W: www.norfolkclassiccars.co.uk



	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	28/03/13	<u>B3</u>
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	28/05/13	B3

NEAR and FAR
PRIVATE HIRE
CHAUFFEUR AND WEDDING SERVICES



*We are a local professional company
offering a top class reliable service*



Advanced booking advisable

 Fakenham 01328 853636

 info@nearandfarfakenham.co.uk

 www.nearandfarfakenham.co.uk

*“At your service, ready when you
are!”*

A limited number of SCCON window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker
measuring 195mm x 80mm.

Please email Mike Smith at mikey.j.smith@btopenworld.com if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that if these prove popular I can get more printed, minimum print run is 10.

Car Storage, North Suffolk (IP13)

01379 388400

storage@amazoncars.co.uk

- Dry & airy
- 1000m² building, occupied daily
- CCTV monitoring
- £60+vat per calender month

Preparation

1. Condition recorded inc photos, and receipt issued
2. ID allocated, keys tagged
3. Tyre pressures increased to 50psi (reduce flat spotting)
4. Parked uncovered for 24hrs, windows lowered to air dry
5. Vehicle started and brakes used to remove flash rust
6. Moved to storage bay, and allowed to cool fully
7. Battery disconnected
8. Car cover fitted (supplied by owner)

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/201402.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/

Volvo 144 – The Camel – for sale £14,000 ono

This car was bought in Sweden in 2009 and rally prepared by Rob Henchoz for the London to Cape Town Rally in January 2012. It came second in class and sixth overall. In June 2013 it completed the Peking to Paris rally, winning a Gold Award, coming eighth in class and eleventh overall. 223,000 recorded Kms.

For pictures of the car and the story of the event – see www.rallyelan.com

The car:

LHD, 4 door saloon. B20 low compression engine with twin SU carbs, 123 electronic ignition with two pre-programmed advance curves. Two Bosch Coils (1 in use, 1 as back-up). Back up electric fuel pump and in-line fuel filters and regulators. In board 94 litre alloy fuel tank divided into 2*47 foam filled units with manual valve switching. Fuel lines run inside the car.

K10 M40 4 speed gearbox with remote breather. Clutch, rear UJ and propshaft centre bearing replaced 10,000 miles ago.

Limited Slip Differential

Brakes – brake lines run inside the car; standard discs, pads and handbrake

Electrical – 35A alternator, Varley dry cell battery, Monit trip meter, Garmin 76C GPS

Full rollcage with harness bar, stripped out rear passenger compartment houses spare wheel storage, battery and in-board compressor. Fitted safe – for document storage.

Exhaust skidded, with flexible front section and spring loaded rear silencer

External – underbody skidded to remove vertical edges, front and rear jacking points, sump guard, steering guard, roo bar, push grips on boot and foot plates on rear bumper.

Billstein shocks all round, LWB edges boxed in, poly bushes, uprated springs with travel limiters

The price includes a part spares kit (cost approx £1,000), including distributor, alternator and headlights (pair LHD and RHD), various used shock absorbers, two jacks, spare outer tyre and tube.

The car passed its MOT at the end of September 2013 with no advisories.

Phone: 01692 671745

Mobile 07876 427211

Email info@rallyelan.com



Dear Classic Car Club,

In the past your members have supported the ICENI MG Owners Club's Boadicea Run. Their participation has been much appreciated and we hope they have enjoyed the day.

Last year, with their help, we raised £1796.00, which was donated to the East Anglian Children's Hospice. There is more detail about this on our website www.icenimgoc.org.uk along with photos of the cars entered.

We are pleased to announce that the 15th Boadicea will be on Sunday the 18th May. As Rougham Control Tower Museum have in the past provided us with excellent facilities, we will again use it as our start venue.

An entry form is attached, and we would be most grateful if you would copy and distribute this information to your members. We will also shortly be sending an entry form to all previous entrants who had left us an email address. There is also an online entry form available on our website.

We hope to see you there.

Symon Rose
Entries Co-ordinator,

REGISTRATION FORM FOR ICENI MGOC 15th BOADICEA RUN SUNDAY 18th MAY 2014 – ROUGHAM CONTROL TOWER Start Time: 10:00
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NAME:

ADDRESS:

POST CODE:..... TEL NO:

EMAIL:
(Will be ONLY be used for sending out further documentation)

REG NO: YEAR:

CAR MAKE: CAR MODEL:

CAR CLUB MEMBER: Yes / No WHICH?

Entry Fee: £20.00 per vehicle.

This includes entries, Refreshments voucher 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 Iceni MGOC

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 Saturday 11th May 2014. 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)
1 Cotton Lane Flats, Bury St. Edmunds, IP33 1XR
Tel: 01284 765141 (Evenings)
e-mail: symon@icenimgoc.org.uk