

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2014



Jonathan & Ian

(thanks to Andy Manston for the picture)

Events in April

**Thursday
15th May**

AGM

**White Horse,
Trowse**

**Contact
David Leckie**

**Sunday
18th May**

**Debden
Autosolo**

Carver Barracks

**Contact
David Bell**

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Downloads available:

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

[AGM Agenda](#)

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

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

[Peoples Choice Car Show
Entry Form](#)

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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**

Please join us at the White Horse on **Thursday 15th May** for the AGM

Diary Dates

Wednesday 7th May
Management Meeting

Thursday 15th May
AGM at the White Horse,
Trowse

Sunday 18th May
Debden AutoSOLO
Falton Motor Club
2014 AMSC AutoSOLO
Challenge Round 2

Wednesday 4th June
Management Meeting

Sunday 8th June
Debden Targa
West Suffolk Motor Club
2014 AMSC Targa Rally
Challenge Round 2

Thursday 19th June
Club night at the White Horse,
Trowse

Wednesday 2nd July
Management Meeting

Sunday 6th July
Regularity Taster 12 Car

Thursday 17th July
Club night at the White Horse,
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.

Sunday 11th May
MiddleWick Stages
MOD Woodbridge
(nr Ipswich)
Middlesex County Auto Club
Green Belt Motor Club

Sunday 18th May
Debden AutoSOLO
Carver Barracks
(nr Saffron Walden)
Falcon Motor Club

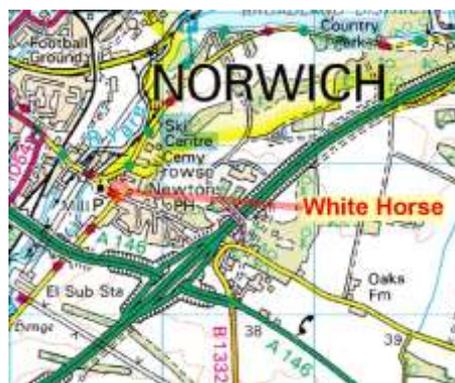
Sunday 8th June
Debden Targa Rally
Carver Barracks
(nr Saffron Walden)
West Suffolk Motor Club

Saturday 21st June
East Anglian Classic
Chelmsford Motor Club

Sunday 6th July
Regularity Taster 12 Car



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



2014 Dates	Event	Champ.	Contact(s)
Wednesday 1 st January	New Year Treasure Hunt	Clubmans	Ian & Gill Doble
Thursday 16 th January	Paris to Peking		Guest Speakers: Peter & Allison Cotes
Friday 31 st January	12 Car	12 Car	Mark & Lorraine Annison
Thursday 20 th February	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
Sunday 6 th July	Regularity Taster 12 Car	Clubmans	Ian Doble
Thursday 17 th July	Club night		
Thursday 21 st August	Club night		
Thursday 18 th September	Club night		
Thursday 16 th October	Club night		
Thursday 20 th November	Club night		
Thursday 18 th December	Club night		

www.scccon.co.uk/SCCoN2014Calendar.htm

PRE AGM ADDITION OF THE NEWSLETTER

**Have you remembered to pay you club dues, they were due on the 1st April?
Please send them in as soon as possible**

Have you remembered it is the club AGM on May 15th at the White Horse, Trowse? Please come along and let us know how your club should be run, and perhaps if you could do better.

What have we been up to since our last edition, well not too much really but the silly season is about to begin.

Mid April, Christine and I travel down to darkest Cambridgeshire to see our friends from Cambridge Car Club on their Classic Car Run. Starting at Moulton Village Hall the route was taking in around 80 miles of the Cambridgeshire roads. They would be visiting Denny Abbey and Stretham Old Steam Engine on route and they would return to the village hall on the way home. The return to the village hall was caused by a mix up at the finish venue and the cancellation of the visit there. Christine and I went to the start where we meet up with the organising team and some of the runners and riders taking part this year. After everyone had left the village hall we moved onto Stretham to greet everyone as there arrived at the museum, we have never been so far off the beaten track in darkest Cambridgeshire. It was a lovely day it was a pity there was quite a low entry for their run, but everyone seemed to enjoy the day.

It was just a couple of weeks later we headed down through Cambridgeshire to Debden for the first Autosolo of the year. With over forty entries it was going to be a very busy day for us running the tests. There were three runs at each test and three tests laid out, with the test layout being changed for the afternoon runs which works out good value for your money for a day's worth of motorsport. There were at least 12 newbie's trying the autosolo challenge for the first time (by the end of the day they all had a fixed smile on their faces). New members Jordon and Matt did very well for the first time out, but they did seem to have a passion for collecting cones, but the results proved the have a future doing this sort of event. We even had a few drivers from the drifting driving area of motorsport having a look at what do and having a bit of a go as well.

There seems to be a bigger range of different makes and models of cars having a go now which is really good to see. Why don't you come and join us for the next event on May 18th again at Debden which is a very good site for this sort of event, it has all the comforts of home and normally a catering wagon for your food and drink. As a marshal the organisers will give you a meal voucher for the trouble of coming along to help.

**SO DO NOT FORGET THIS MONTH TO COME TO THE AGM
AT THE WHITE HORSE AT TROWSE**

PLEASE PAY YOU CLUB MEMBERSHIP FEES THIS MONTH

Regularity Taster 12 Car

Sunday 6th July 2014

An introduction to the intricacies of Regularity events.

Appreciating that not all competitors have the traditional accurate mileage trip meters the event will be timed to the minute.

The location of the start and finish of the Regularity Sections will be issued in the Final Instructions before the event.

The Intermediate Regularity Time Controls will be secret and will be found along the correct route with the Competitors following the route as close as possible to the intended average speed.

The navigation for the event will be a mixture of plot n bash in the traditional SCCoN manner, and may also include a tulip road-book with appropriate average speeds and time due at various points; known as a Jogularity in historic road rally circles.

The event will run under a Clubmans 12 Car Navigation Rally permit.

Entry fee £5 per car.

Extra passengers allowed, why not bring a couple of back seat assistants?

The event will start from Barnham Broom Village Hall.

The event will finish at Yaxham Waters Holiday Park.

OS Landranger maps 133 (D3) and 144 (B3) will be required.

Documentation from 13:00.

Car 1 to leave the start at 14:01 with the remaining cars flowing at 1 minute intervals.

Further information from Ian Doble

☎ 01603 759528

💻 imd.puresport@btinternet.com

Sporting Car Club of Norfolk Limited

Annual General Meeting

Thursday 15th May 2014.

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

AGENDA

- 1 Welcome and introduction**
- 2 Apologies for absence**
- 3 Minutes of the Annual General Meeting of the 16th May 2013**
- 4 Chairman's Report – M. Newson**
- 5 Competition Secretary's Report – A. Lawson**
- 6 Treasurers Financial Report and Presentation of Accounts – L. Wellbelove**
- 7 Re Election of Auditors**
- 8 Re Election of Club President and 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)

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 22nd 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 08:30 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 a display 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 hope to put on a Competition Car display so please get in touch if you have a car that would fit in this area.

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 100 cars so please enter early using the Entry Form.

Final details will be sent closer to the event.

Please contact the Entries Secretary Mr. Howard Joynt.
peopleschoicecarshow@gmail.com
07586 366931

Midsummer Vintage and Classic Car Run Sunday 22nd 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 Sandringham House

LATEST NEWS

At the finish entrants will be able to access the House, Museum and Gardens at a discounted rate

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



NORFOLK CLASSIC
& Sports Cars
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



The sixth running of the successful SOUTH SUFFOLK CLASSIC, organised by West Suffolk Motor Club and Eastern Counties Motor Club will be on **SUNDAY 11TH MAY.**

Sunday 11th May is National Mills Day and this will be the theme for the event.

For the first time the event is included in the **HISTORIC RALLY CAR REGISTER'S** series of Classic Tours and we are hoping to attract more participants as a result of this. To encourage entrants, we have moved the start west to **THE GRAFHAM WATER CENTRE**, Marlow Park, Grafham, PE28 0BH (MR 153/165682)



There will be a short run out to the first checkpoint at Houghton Mill, a National Trust site between Huntingdon and St Ives.

The mill situated on the Great Ouse was almost demolished but saved by local villagers and restored to working order. The mill should be working on the day.

Also in the village of Houghton is a traditional village garage occupied by Beers and specializing in restoration of and race preparation of classic MGs.

After leaving Houghton the route will meander through the picturesque countryside of Cambridge and West Suffolk.

Euston Watermill will be the final checkpoint before participants travel the short leg before arriving at the South Suffolk Show at Ampton, near Bury St Edmunds, for the traditional parade in the Grand Ring with commentary and interviews.

Total mileage will be around 100 and timing will be such that participants can decide whether to motor on and get to the show early, or take their time enjoying the sights and checkpoints.

Joint organizers, Eastern Counties Motor Club and West Suffolk Motor Club will be displaying members competition cars, including Historic Rally Cars, on their stand at the Show.





2014 sees the twelfth running of Rally of the Midlands. This year sees some exciting developments with the event based at Leicestershire's Mallory Park Race Circuit where there will be static displays and demonstration runs of some iconic Group B rally cars from the 1980's, organised by Rallying with Group B. The circuit plays host to Rally Headquarters and Scrutineering and houses the central service park for the event. There will be over 70 miles of competitive stages ranging from fast tests at Mallory to more technically challenging stages at MIRA rounded out by others reminiscent of the RAC Rallies of the 70's and 80's at local stately homes.

The event will feature demonstration runs at the head of the field and is a qualifying round of the Kingsway Insurance Heart of England Rally Championship in association with DMACK Tyres and the ANCC Stage Rally Championship sponsored by Thresfield Garage, Ravenoil & Midgley Motor Cars.

Scrutineering takes place at Mallory Park (Friday) with documentation for crews followed by a full day's action on Saturday with six planned stages at the circuit.

The event is supporting the "353 Trust" that was set up to honour the memory of Private Conrad Lewis of the Parachute Regiment who died serving In Afghanistan in 2011 he was the 353rd soldier to die in the conflict. The 353 Trust supports injured soldiers, the families of the bereaved & other military charities with our combined efforts and in Conrad's memory.

Spectator information, Marshals registration & training, supplementary regulations and entry form will all be available online.

Keep abreast with latest news via the event Facebook page, twitter or visit the web site www.rallyofthemidlands.co.uk

The organising team



ANCC Stage Rally Championship sponsored by Thresfield Garage, Ravenoil & Midgley Motor Cars

KINGSWAY AWMMC
Kingsway Insurance Heart of England Rally Championship with DMACK Tyres



www.rallyofthemidlands.co.uk

Marshals Post

Upcoming club events – Midsummer Classic, Regularity Taster 12 Car

Other clubs:

MiddleWick Stages on Sunday 11th May at MOD Woodbridge (nr Ipswich) organised by Middlesex County Automobile Club & Green Belt Motor Club

Debden Autosolo and Autotest on Sunday 18th May at Carver Barracks (nr Saffron Walden) organised by Falcon Motor Club

Debden Targa Rally on Sunday 8th June at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motor Club

East Anglian Classic Historic Road Rally on Saturday 21st June organised by Chelmsford Motor Club

Hutton Kitchens Brands Hatch Summer Stages on Sunday 24th August at Brands Hatch Circuit 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.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)



Loughborough Car Club

The Metric Services Easyrarity Rally

Sunday 18th May

Dual permit event combining easy daylight regularity and simple grass tests on a smooth field

Clubmans Historic Road Rally

Clubmans Navigational Road Rally

Historic and modern cars

Expert and Novice classes

Pleasant days motorsport aimed at Novices and Beginners with Experts welcome to join in the fun

Regulations, Entry Form and Information at <http://www.loughboroughcarclub.co.uk/>

Ilkley Jubilee

Ilkley Jubilee – HRCR Round 3

Jim and I had an enjoyable event with a very scenic run around the Yorkshire Dales. With the sun shining there was an absolute plague of cyclists out and about, as apparently part of our route was using roads to be used on the Tour de France later in the year. Surely the Fens are the best place to go cycling, it's flat?

We nearly had another top-ten finish ending up 11th overall so not too shabby really.

I was really suffering from lack of sleep having been awake since 3.30am fighting off the after effects of a particularly tasty crème brûlée from dinner the night before, and was not at my best at the beginning of the event. Noise test was at 7.30am on Sunday morning with first car away at 9.00am so there was an awful lot of waiting around at the start with the inevitable build-up of pre-event nerves. Anyway we got underway with a tulip road-book Regularity with three long-way round triangles incorporating speed changes at the passage checks. This started Ok, but a 37 second early penalty at ITC4 really shook me, and even now I am having difficulty coming to grips with the reason why, although I think it was related to the last speed change. By looking at the Timecard layout the location of the PCs was easy to work out, so this allowed us to be 20-30 seconds early if there was to be a speed change giving me a chance to note the exact distance and therefore the correct time for the change. Looking back I think I forgot the speed change even though we were early, and we carried this through to the final ITC. Still I was not the only one to make an error as Cath Woodman, last year's champion navigator, actually wrong slotted and picked up a 60 second maximum penalty at the second ITC.

Next up were three car park tests on dry and very grippy tarmac in the grounds of Hildebrand Barracks which went smoothly apart from me calling the wrong side of a cone on the first test, which thankfully Jim queried, so it only cost us a few seconds of hesitation rather than a wrong test maximum. I was still under the weather, but at least the mistakes were becoming of less consequence as my brain was warming up.

These tests were followed immediately by Regularity 2 that started at the Barracks exit. This was a plot n bash map tracing that included a white that ran a 100 metres south and parallel to the brown road about halfway. On paper it looked simple enough, but soon caught out some of the top twenty crews. We nearly missed the slot left off the brown south of Beckwithshaw because I was concentrating on the speed change ahead, and then a couple of miles later we pulled out behind the Powleys' who had missed the same slot earlier. Then a little way further along we met Martin Neal and Richard Dix in their Mexico coming back towards us as they had missed the aforementioned white. Near the end of this section we had a speed change at a PC near Swinstey Reservoir and we had a race against about 30 odd cyclists to get into it before they submerged it!

Now a few minutes respite with a transport section to two tests in Hawpike Farm. The first is a tarmac blast up to the farm house which is good fun, but the second is uphill across grassy and very bumpy farm tracks, which are not very classic car friendly and with very little ground clearance we take care along here before a welcome coffee break in a lay-by before starting Reg 3. This was plotted the night before on a map handout and entailed traversing 54 green circles taking us from Embassy north across a map change towards Pateley Bridge and went fairly smoothly.

Next up was a high speed blast through Coldstones Quarry. This uses a very wide concrete road with a blind brow towards the end. This started with a cone slalom and then a reverse through a cone gate before the meat of the treat; a blast up and over the blind brow not knowing how close the next cone slalom is going to be! This time we are OK with a brave flat over brow with enough room to slow down for the first cone, great stuff. I must admit to worrying about the integrity of the hydraulic brake pressure switch, but kept my thoughts to myself, and we are rewarded with a top ten time. It's just a short cruise into Pateley Bridge for lunch at the aptly named Tea Cups café at the showground and a chance to catch up with fellow competitors.

As we exit lunch we receive the hand-out for the next Regularity which is a string of gradient arrows to be sorted out while we drive along the side of Gouthwaite Reservoir to the start just outside Lofthouse. This route has fabulous views across Pott Moor and Masham Moor and takes us to Jervaulx Abbey. Everything went quite smoothly but the first ITC was slightly off plot so we had a 7 early followed by a 6 late and a zero at the last. With hindsight I should have realised the first ITC was off-plot and then allowed for the difference by running early for the next, but not being in Cath Woodman's class this did not occur to me until a week later while writing this!

A short run East along the main road takes us to the start of the next Regularity and a hand-out of 44 tulips, and road signs for speed changes covering about 25 miles taking us back south to Pateley Bridge for afternoon tea, all very civilised this historic rallying. As you can imagine its quite a challenge navigating, managing the speed changes and plotting the route 10 miles or so in front of where you are on the road, so homemade scones, jam and tea are vital sustenance. Again no mishaps and it back to Coldstones Quarry for some more thrills.

The first of three tests is a new all gravel affair on the edge of a very big hole in the earth, thankfully out of sight, but at one point it is so deep it's like bull-dozing through a snow drift. Next is the first of two runs back through the first part of the high speed slalom run earlier and again we are rewarded with a top ten time, before we have a short road run back to the Quarry entrance to have another go at it. This time Jim attacks the reverse through a cone gate by having a high speed slide with the tail coming round nicely, but just a tad too far and we catch the base of one of the cones as we go through. The eagle eyed marshal smiles as we see him making an entry on his check sheet! ®

The last Regularity starts at the exit of the Quarry with a table showing the points to be visited on a "London Rally Map" included in the Road-book. (This is a map extract with various points labelled A, B, C, etc. This technique was used on the London Rally back in the 50s – I expect Peter Riddle can help out on more details?). This goes really well for us with a 1, 2 and 1 for penalties at the ITCs. The route took us back to the Finish venue where we handed in our penultimate Timecard before heading off for the final traditional test along the service road for Scargill Reservoir, one of our favourites. As it is a single track road we are taken to the start in groups of five and then set off back up the track at 30 second intervals. Midway through it includes a 90 left on the top of a brow and then a sneaky cone hidden behind a building, but most people have spotted this on the way through so it's a case of just how quick and accurate we can be and this time we manage a top five place, mixing it with a 911, Escort, Magnum and Cooper S; a very rewarding finish to an enjoyable day historic road rallying. All that remains is the long drag home along the A17.

Next outing is the Leukaemia Rally in South Wales at the beginning of May.

Jim and Ian.

Myotis

Saturday 19th April and a second visit 'well down south' to Devizes for the Myotis. Had a taster last year and enjoyed the experience so joined in with another East Anglian away day (Mark & David and Jonathan & Ian) to the private roads within the MOD Salisbury Plain Training Area (SPTA) including the firing ranges. Should have been with Hugh in the MG but a last minute change of plans saw me tarting around on the forums for a 'blind date' – turned out well as my new partner, Paul Sharp, had some serious pedigree – serious enough to be seeded at 1 on the next weekends Ross Endurance Rally!

A quick read of last year's report reminds me how farcical the trip up to and through scrutineering was, this year was much more straight forward. Met up with Paul in the trailer park; sailed through noise, scrutineering and even signing on coped well with the change of team. Belts adjusted, potti plugged in and we were set. Format of the event is marked maps handed out at MTC1 with all the competitive motoring on the ranges. My main quibble from last year was the quality of the marked maps, no improvement this year, if anything the quality was worse (plus one or two errors sneaked in – some more serious than others). Perhaps the organising team would benefit from a copy of the Preston road book. Big list of route amendments at signing on to be added to the maps on the 20 minute run out – in their dreams!

Running at car 14 we left MTC1 at 23:14 for the 20 minute run out. Any hope of applying the amendments went out of the window as the greater part of the run out was through the centre of a seriously not as map Devizes and having got lost on the run out last year I was determined to try and convince Paul that I knew what I was doing by getting us to TC2 with no mistakes. Got us onto the final B road and a quick look at the first section showed no PC1 on my map, instant fret and that bit about getting to TC2 with no mistakes also went out of the window as I missed the 'yellow' slot into TC2. Control procedure was to wait at the Control board until your due minute had started so pulled into TC2 enquiring if the marshals knew where PC1 was. Rather surprisingly he told us but mentioned we were only the second crew to ask. Obviously local knowledge plays a big part and I'm sure the PC was located on a regular triangle, bit like the run out – I'm sure local drivers would be able to find their own way to TC2 leaving navigators the 20 minutes to update their maps.

We were off, as it turned out PC1 was fairly obvious but a couple of miles later PC2 was not so obvious but it did give Paul an early opportunity to demonstrate his skill on the handbrake. The PC was shown on the map as a RHS Δ but was actually located in a barn which came as a bit of a surprise. Another lesson learnt from last year was to pay attention to whether controls were PC (manned and 20 minutes for missing one), RC (code board at 90° to the road hidden behind an arrow and 10 minutes for missing one) or TC (timed to the minute and 30 minutes for missing one). Last year in one of the many 'I wish I knew where we were' moments I missed a PC (dodgy map marking was my excuse) and we should have gone back. Spookily the large triangle on which last year's missed PC was hidden was also to feature this year, more later. This year's event covered 99 RCs, 18 PCs and 27 TCs (11 Time Cards if I remember correctly – another unique novelty Myotis feature is Standard Sections starting on one Time Card and finishing on the next – entertaining at the finish control as the marshal tried to sign against the boards on the card that 'I had a moment ago'.) Back to the first section, 2 PCs, 8 RCs and 12 minutes to TC3, even after playing hunt the PC we made it the control well before our due minute.

Short link section to NTC4 and the first serious issue with the marked maps; the location of NTC4 was shown by a pencil line that just stopped on the map and an inset Google Earth map – either the control wasn't in the right place or the map inset was a pile of pants, we joined a convoy of 2 or 3 cars playing hunt the control. Also lurking on the inset was PC3 which wasn't good news. All was well and TC5 came and went with no time loss. Unfortunately things went a tad pear-shaped at TC6, not only for me in a small way but big time for the organisers. First things first, last year we spent many happy minutes playing hunt the junction or board in the thick Wiltshire dust, this year there was less dust and I had only one serious 'missing junction' moment. The map showed SO@X 800m, R@X into TC6 – no idea what went wrong but I remember looking at the clock on the 800m stretch to see that we were about 2 minutes early – a Xroads with no TC6 and a couple of 'lost' cars was the first hint that all was not well. Don't you just love those 'Oh dear I have absolutely no idea where we are' moments? 3 minutes dropped at TC6 and into the queue for the first go at the first test. 9 minutes to get from TC6 to NTC7 including 2 goes at a test with a bogey time of 3' 42" was always going to be a tad optimistic. The confusion finding TC6 didn't help and the decisions to include a split merge and to run at minute intervals were the final nails in the coffin. Can't remember for certain but I think we were 15 minutes down at NTC7, obviously things were going to be uncomfortable for the later runners as they sat in the queue for the tests watching their lateness disappear.

The tests themselves went well, with only one small moment on the first run as my call of 90L at crossroads then

keep right of bollards caused Paul to slide to a halt when the bollards turned out to be trig-points on steroids. Must make a special mention for the lollipop-lady (lollipops for the un-initiated are a means of taking time out on endurance tests – stop astride at the lollipop and wait for a 5-4-3-2-1-GO countdown), this lady was on the loop of the test run twice at the end of an 800m straight meaning she was covered in dust twice for each car (stop and start) and she saw each of the 50 cars 4 times! Times on the tests for the Norfolkians Test 1 Run 1 (FTD car 30 4:15), MB 4:17 (2nd), PS 4:28 (4th), JS 4:41 (10th=). Test 1 Run 2 (FTD car 1 4:07), MB 4:12 (2nd), JS 4:14 (3rd), PS 4:17 (4th=).

All went OK to MTC12 and petrol, I think, the reason for my vagueness will be clarified later. Long 29 minute section to TC8 (14 RCs and 5 PCs) with plenty of time to play hunt the board – fortunately. This section looped around the north of Larkhill camp the scene of much confusion last year. RC31 proved a bit elusive but having had the same problem last year it didn't take too long to realise I had picked the wrong track. 18 minutes (5 RCs and 2 PCs) to TC9, needed a bit of handbrake to avoid a WD into PC9 as I missed the slot left into the loop 'round the wood'. Probably the worst bit of map marking with the pencil moving from LHS to RHS for no apparent reason and another horribly reproduced Google Earth inset around Bulford Camp.

6 minutes from NTC9 (2RCs and 1 PC) to TC10 and everything had been going so well. Complicated bit through the woods to the east of Tidworth saw us approaching the junction into PC12 correctly BUT came across a car parked up facing the 'wrong' way so managed to talk Paul into a 180 and a WD into PC12 (20 minutes). Almost went really pear-shaped as TC10 proved a bit elusive requiring a not to obvious drive across a field (perhaps we didn't go the right way). 7 minutes (3RCs) to TC11 and petrol. Fortunately RC47 was a board and not a person as I ignored the instruction 'NOT LWR' requiring an extra trip around the Δ.

Re-seeded at petrol to 6 and not much time for chit chat, I think we were leaving as Mark & David arrived. Thought we were going OK (apart from the WD – but we missed a PC last year and still finished in the top 10) so we were still cheerful chaps as we set off for the second half.

Run out to MTC14 and the start of an interesting string of TCs. 9 minutes (5 RCs and 2 PCs) to TC15, 2 minutes (2 RCs and 1 PC) to TC16, 2 minutes (2 RCs) to TC17, 6 minutes (4 RCs) to TC18, 21 minutes (5 RCs) to TC19 and 6 minutes (2 RCs) to TC20 and the second test. The run to TC15 included a section where I made my first serious blunder last year, OK this time and an interesting woody section. Fine into TC15 and then a flip onto a 1:25000 inset showing the tracks around Everleigh Ashes with the route well defined by green marker (too well as it turned out). OK into TC16 but a WD (30 minutes) and a missed RC59 (10 minutes) into TC17 certainly w**d on my parade. I can put up a case for the defence but at the end of the day it was a fair cop. The marshal at TC17 was amused but he softened the blow by saying you're not the first and you won't be the last. (Results showed 16 WDs including Mark & David and Jonathan & Ian). A close look at the map section showed a 5 way crossroads where my call had been L@X and in the heat of battle the 5th road of the crossroads was obscured by the 'helpful' green marker annotations – no excuse though as the correct route was a definite HL@X no matter how many roads there were. To make things worse we picked up a minute penalty at TC18 which in my mind was wrong; after the WD at the previous TC any lateness at the next TC should have been penalty free. Even more confused to arrive at TC19 wanting 21 with the clock showing 11, Paul was less than convinced until he realised that there were 5 cars plus the course opener queued up outside the control. We were now running behind car 10 (the eventual winners) and suffered our only serious dust problems of the night as we both struggled to find RC69, eventually discovered resting in the middle of the track (most boards were stuck in the ground but one or two were in cones and this one's cone had toppled) into TC20 to join the queue for the second test.

Another 9 minutes to get from TC20 to NTC21 with two runs at another lapped test. Obviously lessons had been learnt from Test 1 as we were informed that we would only be having one go at the test. Test 2 times (FTD car 2 3:02), PS 3:12 (2nd), MB 3:20 (5th), JS 5:18 (31st).

Back to MTC1 and we had been given an amendment sheet to sign, I didn't read it assuming it was to confirm that we had noted all the amendments listed signing on, if I had read it I'd have discovered it was to confirm that I had collected the 9 sheet map book – I'm 90% confident that I didn't get the map book until after I had signed the amendment, but I could be wrong. Certainly didn't check that I had 9 sheets. Dilemma, 9 sheets stapled together – to separate or not? Last year I separated, this year I didn't. Map 5 out of petrol onto Map 6 for MTC14 to NTC21 (with Map 7 for my WD) but now things became a bit tricky with NTC21 to TC22 needing Maps 6 and 5 then TC22 to TC24 on Map 5 with an upside down Map 8 for TC24 to TC25. May not sound too complicated but when added to the juggling of time cards in the middle of competitive sections the office soon became a bit of a mess. It was around this point that David realised he was a map short of a full set (I assume missing Map 8) which just added to the challenge.

Back to the saga: 8 minutes (3 RCs and 1 PC) to TC22, 6 minutes (3 RCs) to TC23, 9 minutes (5 RCs) to TC24 and 21 minutes (12 RCs and 2 PCs) to TC25. Things were going well and the only thing of note I can remember up to TC24 is that RC79 and RC80 took a bit of finding. TC24 to TC25 was a different matter. I managed to get the first junction after TC24 from Map 5 but could I find the next Map? I had about a km of wiggle room before the next RC and I didn't make it. Fortunately the route was duplicated up to PC16 on both maps and I just about had the office sorted by the LHS Δ for RC82 – squeaky bum time! PC16 was a giggle, we could see the control on our track but it needed an approach from a parallel track – the map showed it as a 100m lay-by but the parallel track was quite a bit higher than our track and there was no obvious link. We investigated one option but Paul wasn't convinced, went back a bit further and just went for it. The next point of interest was RC84, well RC85 on a RHS Δ loomed but no sign of RC84. On the map the location of RC84 was fairly specific so the decision was made to go back and have another look. Fairly certain we were at the correct location Paul drove round in ever increasing circles and we eventually found the board in a cone surrounded by tape lying on its side quite a way off the main track. The fun wasn't quite over yet as we now had a string of 7 RCs and 1 PC to find in the final 3km of the section. This was probably the hardest bit of the night as a missed RC wasn't going to be that obvious, another resting board in a cone slightly off-piste didn't help things. 21 crews missed RC84 so our 2 minutes dropped at TC25 proved that the decision to go back and look was the correct one.

Link to TC26 and the final section, 9 minutes (7 RCs and 1 PC) to TC27. Another scene of a serious c*ck up by me last year, although I'm fairly certain that the map was wrong. Last year this had also been the final section (run in the opposite direction) and I missed a PC and spent an absolute age driving backwards and forwards looking for a non-existent link track and RC. No problems this year although PC18 had a fairly tricky approach, I think this is where Jonathan and Ian had an unfortunate close encounter with an over enthusiastic competitor. Paul was quite grateful to get to the control as the gearbox had been getting noisier and noisier since before petrol.

Another fine breakfast was waiting for us in the centre of Devizes and we settled down to wait for the results. Last year the results had been something of a lottery; this year was to be no different. I benefitted last year from a missed PC that went un-penalised, Jonathan & Ian also came out in the benefit column. With an expected penalty count of 77:57 I wasn't expecting to be troubling the engravers. Quite surprised to be told by Mark that we were showing as 4th o/a on the results sheets, I assumed that perhaps this was just the test results as we had been going well. Sitting at our table were a couple of Paul's friends who had been running in the 40s and chatting to them it became obvious that the first Test had caused the organisers serious problems with rumours of a large section of the first half being scrubbed. Paul's friends had been OTL coming out of the tests, cut and then got stuck in the field at TC10, opted out of visiting petrol sacrificing a finish to cut and re-join the event at the start of the second half. Round about TC9 I vaguely remember a marshal telling us that lateness had been extended by 15 minutes, but you just can't do that! Rumours became fact with all penalties from NTC7 to MTC12 scrubbed and sure enough without my WD at PC12 we were sitting 4th o/a at petrol. But that still left my WD at TC17 and missed RC59 although chatting to David and Ian I realised that more people had WDs at TC17 than correct approaches.

More chatter and provisional results at the finish still had us at 4th o/a, but the penalties still looked wrong. As always the only way is down and by the time the results were declared final we had slipped to 6th o/a with Mark & David 8th and Jonathan & Ian 10th – not a bad showing from the travelling Norfolkians. Missing from our penalty sheet was the 10 minutes for RC59 which would have moved us down to 7th. At first I wondered if someone had queried being penalised twice for the one mistake but a closer look showed that other crews were showing a penalty at RC59 with a WD at TC17 but even more weirdly there were 2 crews with a correct approach to TC17 and a RC59 penalty! Now for the entertaining what if only but, without the WD we would have won by 10 minutes, but we did have the WD and should have had another WD and a missed board so should have finished well outside the top 10.

Based on the test times alone Mark & David would have won on 709 with Paul and myself 2nd on 717.

The report may seem a bit negative but it's only my view and if the organisers get their act together it has the potential to be a seriously good event. Perhaps the road book needs a bit of work and it could be handed out 10 or 15 minutes before leaving MTC1. The results do need to be improved – there is no excuse for all the errors.



Update: Paul's gearbox got him back to Dartford but needed a rebuild – he finished 2nd o/a to Jamie Turner & Matt Fowle on the next weekends Ross Endurance Rally

2014 AMSC AutoSOLO Challenge

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

2014 AMSC Targa Challenge

Round	Date	Venue	Organising Club
1	30 th March	Woodbridge	CMC
2	8 th June	Debden	WSMC
3	13 th July	Wethersfield	CMC
4	31 st August	tbc	WAC
5	9 th September	Woodbridge	CMC

CMC (Chelmsford Motor Club) **WAC** (Wickford Auto Club) **WSMC** (west Suffolk Motor Club)

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133	North East Norfolk, Cromer & Wroxham	29/01/14	D3
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	B3
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	11/11/13	D3
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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

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