

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

June 2014



Wonderful Watton

Events in June

**Thursday
19th June**

Natter & Noggin

**White Horse,
Trowse**

**Contact
Howard Joynt**

**Sunday
22nd June**

**Midsummer Vintage
& Classic Car Run**

**Starting from
Watton Town Centre**

**Contact
Martin Newson**

**Sunday
22nd June**

**Watton Town Team
People's Choice Car Show**

Watton Town Centre

**Contact
Howard Joynt**

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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](#)

[Regularity Taster 12 Car
Regs & Entry Form](#)

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The Management Team will be updated next month

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 19th June** for the next Natter & Noggin

Diary Dates

Wednesday 4th June
Management Meeting

Sunday 8th June
Debden Targa Rally
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

Sunday 13th July
Javalin's Jumbo
Targa Rally
Chelmsford Motor Club
2014 AMSC Targa Rally
Challenge Round 3

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

Sunday 20th July
Woodbridge AutoSOLO
Eastern Counties Motor Club
2014 AMSC AutoSOLO
Challenge Round 3

Marshalling

Marshal Points:

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

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

Sunday 13th July
Javalin's Jumbo
Targa Rally
Wethersfield Airfield
(nr Braintree)
Chelmsford Motor Club

Sunday 20th July
Woodbridge AutoSOLO
MOD Woodbridge
(nr Ipswich)
Eastern Counties Motor Club

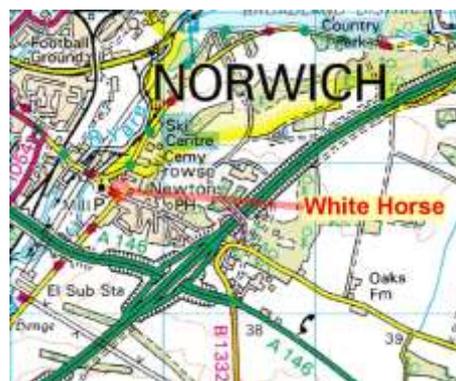
Sunday 24th August
Hutton Kitchens
Brands Hatch Summer Stages
Chelmsford Motor Club

Natter & Noggin

Thursday
19th June

White Horse
Trowse

[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

June's Reporting Chairman.**11th May Woodbridge**

A small but perfectly formed team from SCCoN made its way to the airfield at Woodbridge for the Middlewick Stages Rally. The normal early start and easy signing on and we were in position in plenty of time for Christine to set-up here camp stove and have the bacon rolls handed out before the event start.

The first cars were on stage on time, with only 45 or so cars it did not take to long to run the whole field through. Almost straight away there were several retirements with mechanical and accidents.

It was lucky that our sector did not have too many problems as with so few of us covering such a large area we would have struggled to sort it out. The only car that stopped in our area managed to throw up most of its oil over Woodbridge. With the spill kit placed all it remained to do was to offer the crew tea and cake (the crew did look very surprised with this).

The day was soon over, as the course closer passed we cleared some of the cones and made our home to ready for the next event in a weeks' time.

15th May, White Horse, Trowse. SCCoN 60+ AGM

I was very pleased to such a good turnout of club members. As any business we must have an AGM to really cover the business side of running a car club as a small company.

We cover the accounts, membership; appoint the club presidents and vice presidents. This year we welcome Lynne Wellbelove as a vice president for her loyal service to the club over too many years to say.

Pat Ward was returned after a secret vote as the club president.

There was a small discussion regarding our 12 car series but this is not normally the sort of thing to be discussed at the AGM (more on 12 car events to follow).

17th May, Royal Norfolk Show Ground, Race for Life

The Cancer fund raising event for our area, covering over two days there are thousands of women fund raising by taking part over 5k or 10k course. Christine and Suzanne took part again this year and raised a few hundred towards the cancer charity.

Next year we shall try to put together a team from SCCoN. We will keep you informed as to when and where, so you too can help raise funds towards this charity.

18th May, Round 2 Autosolo Series. Falcon Motor Club, Debden

Christine and I made the early morning trip down to Debden just outside Saffron Walden, to help. The journey did not take as long as normal as this time we took one of the cars down instead of the Van + towing trailer.

It was quite interesting that Geoff (C of C) laid only one larger test run 3 times changed 4 times, the test looked quite open, but when driven it was very tight. Everyone did seem to enjoy it and it was all done and dusted by 4.15 ish.

We will be back at Debden on June 8th for the second Targa Rally of the series. If you are not too busy why not come along and marshal or have a go, we will be there to help and give advice which is all free.

**Now the really important bit, we are rushing towards the weekend of the
21st and 22nd of June**

21st June

Chelmsford Motor Club are running the East Anglian Classic Rally starting at the Old Ram Hotel & PH Ipswich Road, Norfolk NR15 2DE

We have been asked to put together a marshalling team to run a test at Thorpe Abbots with the cars visiting us at least 4 times. Can you help? Contact me Martin Newson 01502 716280 email cjnewson32@yahoo.co.uk

22nd June

The big one for us, the Sporting Car Club of Norfolk, The Classic Car Run

Again starting from Watton High Street (which is closed for the day).

We / I need all the help we can muster. This year we need more marshals in the high street and another location quite close to the town centre. Can you please help us this year? If you have enjoyed being out competing over the last few months you have needed marshals now we need you please contact me as soon as possible Martin Newson 01502 716280 email cjnewson32@yahoo.co.uk

Club Championships

Marshals

New co-ordinator, contact Maggy to claim your points

12 Cars

Calendar will be published once dates, organisers and rules are sorted

Clubmans

Entries are open for the Regularity Taster 12 Car on Sunday 6th July

There will be an evening Production Car Autotest at Snetterton in July

There will be a Table Top Rally at the White Horse in August

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 map and 144 (any recent edition) 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

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



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

Marshals Post

Maggy Bateman

Upcoming club events – Midsummer Classic, Regularity Taster 12 Car, Snetterton Production Car Autotest

Other clubs:

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

Javalin's Jumbo Targa Rally on Sunday 13th July at Wethersfield Airfield (nr Braintree) organised by Chelmsford Motor Club

Woodbridge AutoSOLO on Sunday 20th July at MOD Woodbridge (nr Ipswich) organised by Eastern Counties 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 Maggy Bateman on 01379 783142 – 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)



" THEY SHALL NOT GROW OLD, AS WE GROW OLD "

As some of you may know I have been traveling to and from the battlefields of Ypres and the Somme for a number of years now, my interest starting while delivering various goods to those regions.

However since returning to the land of Her Majesty, my trips to these areas have become far more frequent due to the activities of a friend and colleague, Paul Clayden. His search started with the known deaths of 2 of his Grandfathers brothers and ended with a further 17 relatives being found, 2 of whom were nurses, one being killed by shell fire in Gallipoli, and the second died of her wounds in Egypt... I have a feeling these two could be somewhat difficult to visit, as it will, for sure, take more than a tank full to do so.!!!

Over the ensuing trips we have managed to visit 16 of the graves/memorials both in Flanders and France (Somme). His last family member died of his wounds, in hospital in Birmingham and is buried there. These were all from his father's side of the family, and on his mother's 2 great uncles killed in action and are commemorated on the Canadian Memorial at Vimy Ridge. To say that his family were unlucky maybe an understatement, but not unusual, as a family from Surrey who in their search for a missing relative, came across 32 more killed in action in the First war and 2 in the Second.

His story doesn't quite end there. A widow of one of the soldiers killed on the Somme was subsequently along with her daughter, daughter in law & granddaughter killed in Forrest Gate, London during the Blitz, in 1940.

It shows how small a world it is, as my, late Uncle was a fireman in the East End during the Blitz, and may have attended the incident.

It is here I must thank Keith Pettitt, for telling us about Johan Vandewalle, who owns a bar near Ypres. He has been uncovering bunkers, in Belgium for 35 years, and has helped the BBC along with many other production companies in the making of films & documentaries of the Great War. He is currently raising funds for a memorial called "Brothers in Arms" for Australian Troops killed in the battles for Polygon Wood. Johan was a great friend of Harry Patch (our last soldier from the Great War) who visited his bar on several occasions, and asked Johan to find the remains of his missing brother, which he duly did. He is a proud man to have been invited as a guest at Harry's funeral.

It has been interesting to have acted as driver, guide and occasionally sherpa, in Pauls quest. Some of the places visited did give my 4x4 something to think about, and the angles would have made Rob Philp give a cheer.!!

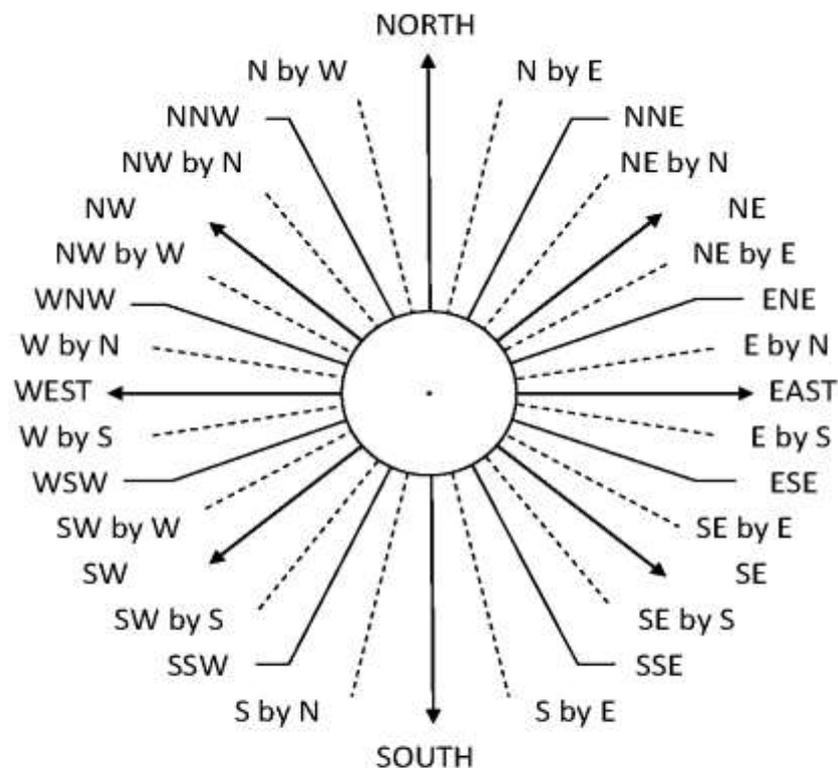
To finish, a date to remember, 4th August 1914.

" IN THE GOING DOWN OF THE SUN, AND IN THE MORNING

WE SHALL REMEMBER THEM "

Paul Doodson

COMPASS POINTS - HOW MANY DO YOU KNOW?



Most people know the four primary points of the compass North, South, East and West. And rally navigators in Norfolk are "well familiar" with the sixteen points of the compass that include for example NNE meaning "Nor Nor East" which is short for North of North East.

But the seafarers of old used a further intermediate set of compass points making thirty two in total. These additional intermediate points are constructed by adding a suffix "by North", "by South", "by East" or "by West" to one of the first eight points of the compass (N, S, E, W, NW, NE, SW and SE), as shown in the diagram above. How many of us knew that?

If any rally organiser uses the extra sixteen intermediate points, they are really easy to work out: just ignore the latter part starting with "by", so "NE by N" becomes plain "North-East". For rally purposes, this will be close enough for you to work out the intended route. But for anyone who doesn't know, it might make them stop and think for a while. Could this be our secret weapon for the next March Hare Rally?
Jimmy - April 2014

More powerful versions of the VW Golf (7th generation)

My son Mike (a former SCCON member) has a 138bhp Golf 1.4TSi with a clever 7-speed DSG automated manual gearbox. Its top speed is 131mph and it does 0-60mph in a nippy 8.4 seconds.

The latest version of the Golf GTi has a 2.0 litre turbocharged engine producing 217bhp. It has front-wheel-drive with an electronically controlled locking differential and its 0-60mph time is 6.5 secs.

But there's a faster version due on sale any time now: the new Golf R gains a Haldex four-wheel-drive transmission system and its turbo power unit generates 296bhp and massive torque of 380Nm. Providing you specify VW's DSG gearbox, it'll do 155mph and 0-60mph in 4.9secs, but if you specify the manual 6-speed 'box, your car's 0-60mph performance will be poorer at 5.3 secs.

So the Golf R gives supercar levels of acceleration for 'only' £32,000 but VW have just announced an even more bonkers Golf - the VW Golf R400. This has Haldex 4wd, a 6-speed DSG gearbox and an even-higher-boost version of the GTi engine producing 395bhp (and 450Nm between 2400 and 6000rpm!). I wonder how long the transmission lasts if you regularly use that much torque? According to VW it'll achieve 174mph and 0-60mph in 3.9 seconds. Mike calls it the "Crazy Golf!"

Leukaemia Rally

HRCR Round 4 Leukaemia Rally.

With an entry of only 48 we were seeded at #3 so there was a good opportunity to collect some good points for the championship. We had a good day with some very respectable test times and challenging Regularities. Jim summed up our day when I asked him on the way home what were his immediate memories of the day and he said “your obvious frustration at times”, which just about sums it up. That said we did finish 5th and 3rd in class so not too shabby really.

The route instructions for the seven Regularities were available an hour before our start time so plenty to keep us busy before the start, which was at Chepstow Race Course, and just enough time to get myself ready for the first three tests, the first two in the car parks and the third a longer run around some tracks in the in-field. This one was pretty quick and more like a mini-stage, but with the added distraction of having to stop half a dozen times on the way around to record code boards – some with up to nine or so letters and numbers to slow us down.

Just a short neutral to the start of the first Regularity which was a grid line hand out with four speed changes – simple enough to plot. It all went quite well except the start was about 100 metres off plot and the clock at the first IRTC was wrong which totally threw me. In addition I “out-thought” myself on how to handle the speed changes and while I was considering what to do I missed the next one and ended up with 30 late at the next ITC, so not a good start, and back to plan A.

No time to worry though as next up is a short wriggly forest stage, sorry test, with trees very close to the car that goes without drama followed by a short neutral to another series of three tests in similar habitat with some fairly quick bits between the occasional cones. It’s just a short run to the start of Reg 2. This had been a table of 19 tulips to be plotted in reverse alphabetical order. It would have been a lot quicker to plot if I had spotted the four over the page at the beginning, but with nine speed changes to handle as well it had the makings of being a good challenge, shame I messed this up to start with too. Off we went and at the first cross roads I ask Jim to turn left and slow down so I can get the speed change “cock-on” which we do. It’s just after this I realise there was no need to turn left at all, as the route marked on my map tells me to go straight on. So about turn, and back to the junction turn left and 100 yards along here is a lady on a horse struggling to keep it under control. By the time we get past them we are well over a minute late on a stretch of road with a 20mph average speed, so you can imagine it is not easy to make up the time, but fortunately it is a fairly long run to the first ITC and we only drop 11, so it could have been much worse. Just before the next ITC, literally 50 yards, there is a particularly difficult hairpin slot left so we get another hefty lateness penalty. In hindsight we should have been running a bit earlier to allow for the shunting at the junction; we’ll know next time. 😊 After this difficult start the penalties start to get into lower single figures and by the time we reach the end of the Regularity I’m beginning to feel a little more relaxed, just in time for coffee, and a catch up on some more plotting.

Coffee taken it’s another transport section out to tests 8 and 9, the same test run twice. This time it’s down a tradesmen’s entrance concrete farm drive, through the yard, around the garden and out the front gate. Whether the owners knew what they were letting themselves in for we’ll never know, but I’m sure there pea

shingle covered tarmac will need re-surfacing by now! What a fantastic test though, same time both runs and 3rd fastest both times, firstly by a 911 and Mexico and the second time, by the same 911 and a Mini. It obviously suited Jim down to the ground.

The third Regularity was a straight-forward map references and map features through and around a fairly intricate maize of roads with eight speed changes, and at last we have a good run, even managing to find the entrance to the last road labelled as a private farm drive without difficulty, which was quite a relief and set us up for the next test before lunch. This was a typical auto-test around cones on a tarmac car park and went quite well with 4th fastest. Time for lunch.

The afternoon started with a re-run of the tarmac test, and then off for what looks to be a short and relatively simple Regularity, well only three speed changes. Oh how wrong I was. Within a mile we have wrong slotted into a housing estate, just lured in by the road that went left when we should have gone right. While we are sorting this out Jim remarks that this reminds him of the Historic Monte Carlo and similar events in France where most of the Regularities start with having to find your way out of a village, which is exactly what we were attempting to do. Just to compound the misery I then missed the speed change point and ended up collecting 33 at the first ITC. My only saving grace was that Car 1 (Cath Woodman) dropped 29 and Car 2 dropped 27 – What on earth was going on!

There's no time for lengthy analysis as it's off to test 12, a fairly long and flowing one on a mixture of mud and gravel with lots of space in what looks to be an abandoned coal mine with winding wheels appearing out of the ground! It's another good test for us being 5th fastest, and finally beating the two Mexicos in front of us! 😊😊

Next is a fairly short Regularity followed by a monster nearly an hour long. Both were quite simple to plot being map referenced Give-ways and a few map features. The first went well for me without any mistakes and we only dropped a 1 and a 3, both very encouraging. Just a short neutral though a village and it's off on the final monster Regularity, which also goes quite well except for being baulked by a Transit van just as we are nearing the final speed change which messes me up for some reason and we gain a 10 at the final control – dash!

All that's left now is a transit back to Chepstow and a re-run of the first three tests which thankfully went without a hitch, apart from a cone penalty on the last one, but we were still faster on all three tests than the first time through.

With such a long haul back we leave for Norfolk as soon as there are some results to check, which show us lying 5th and that's where we stayed when they were final. This was a demanding rally for both of us. The tests were varied and mostly flowing while the many speed changes on the Regularities were a challenge to multi-task while navigating through the tricky and narrow Welsh lanes; a fine test for both driver and navigator.

Now we are looking forward to the Hughes Rally in Kent on the 1st June.

Jim and Ian

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	30 th August	tbc	WAC
5	9 th September	Woodbridge	CMC

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

Miscellaneous



Classic Car Specialists

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Behind Fakenham Auto Electrical

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E: Rob@NorfolkClassicCars.co.uk

T: +44(0)1328 855595

W: www.norfolkclassiccars.co.uk



**Ordnance
Survey®**

	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	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
156	Saxmundham, Aldeburgh & Southwold	28/05/13	B3

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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
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- £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

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