

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

August 2015



Cromer Carnival Soapbox Derby



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Child Protection

Web

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Downloads available:

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

[Scottow Enterprise Park
AutoSOLO & Autotest
Regs & Entry Form](#)

[Easy Peasy
Table Top Rally
Regs](#)

Easy Peasy Table Top Rally

Thursday 17th September 2015

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 20th August** for the next Natter & Noggin

Diary Dates

Wednesday 5th August
Management Meeting

Thursday 20th August
Club night at the White Horse,
Trowse

Wednesday 2nd September
Management Meeting

Saturday 5th September
Debden Targa
Wickford Auto Club
2015 AMSC Targa
Challenge Round 5

Sunday 6th September
Scottow AutoSOLO
2015 AMSC AutoSOLO
Challenge Round 4
Clubmans Round 3

Thursday 17th September
Table Top Rally
Clubmans Round 5
White Horse, Trowse

Sunday 20th September
Wethersfield AutoSOLO
Cambridge Car Club
2015 AMSC AutoSOLO
Challenge Round 5

Wednesday 7th October
Management Meeting

Thursday 15th October
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 16th August
Hylton Gott Volvo
Centenary Stages
Snetterton Circuit

Saturday 5th September
Debden Targa
Carver Barracks, Debden
nr Saffron Walden

Sunday 6th September
Scottow AutoSOLO
Scottow Enterprise Park

Sunday 20th September
Wethersfield AutoSOLO
MOD Wethersfield
nr Braintree

Sunday 27th September
Wethersfield Stages
MOD Wethersfield
nr Braintree

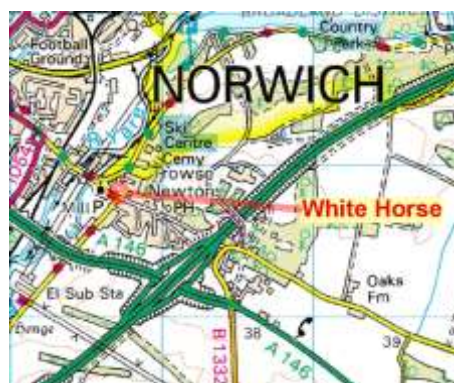
Sunday 1st November
Lynn Charity Stages
MOD Sculthorpe
nr Fakenham

**Scottow
AutoSOLO**

**Sunday
6th September**

**Scottow
Enterprise
Park**

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



2015 Dates	Event	Champ.	Contact(s)
Thursday 1 st January	New Year Treasure Hunt	Clubmans	Julian & Sara Riley
Thursday 15 ^h January	Club night		
Friday 30 th January	12 Car	12 Car	Jonathan Stimpson
Thursday 19 th February	Club night		
Friday 27 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 13 th March	March Hare		David Bell
Thursday 19 th March	Club night		
Friday 27 th March	12 Car	12 Car	David Bell
Thursday 16 th April	Club night		
Thursday 14 th May	AGM		David Leckie
Saturday 16 th May	Dinner Dance		Lorraine Annison
Saturday 30 th May	Norwich Forum		David Leckie
Thursday 18 th June	Club night		
Sunday 21 st June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 28 th June	AutoSOLO	Clubmans	David Leckie
Thursday 16 th July	Club night		
Thursday 20 th August	Club night		
Sunday 6 th September	AutoSOLO	Clubmans	
Thursday 17 th September	Club night		
Thursday 15 th October	Club night		
Friday 23 rd October	12 Car	12 Car	David Leckie
Friday 13 th November	12 Car	12 Car	
Sunday 15 th November	Car Trial	Clubmans	David Leckie
Thursday 19 th November	Club night		
Friday 4 th December	12 Car	12 Car	David Mann & Robert Aldous
Thursday 17 th December	Club night		


Editorial Chair

Martin Newson

Chairman's Report August 2015

First of all I would just like to say sorry for last month's report being very late, no excuses it was my fault. I will make up for it this month by starting writing it early this month.

Our off the wall event of the month was in Cromer this month with the Soapbox Race down the




"When Reliability Matters"

Norfolk Classic and Sportscars was born from a lifelong passion for motorsports and classic cars, and was established with the aim of providing a reliable and complete service for classic and sports cars, including on event servicing for motorsport events, as well as general servicing, repairs and rally preparation work.

The founder of the company, Robert Kitchen, has been providing on event support for the Endurance/Classic Rally Association since 2000, and has worked on most of their long distance endurance events over the last 11 years. Therefore Norfolk Classic and Sportscars is ideally placed to prepare vehicles for this type of event, as Robert has travelled many of the routes and experienced first-hand the kind of problems encountered by classic vehicles on these types of event.

The company also carries out restoration work, with workmanship undertaken to a meticulous standard. You can see examples of previous commissions in the Projects section. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of the events that Robert has provided mechanical support on:



hill on the sea front. The council managed to get the road closed for the day, so the course could be laid out for the 1.00 start. The transport of the day had to be scrutinised as they would be for any of our events. Checking on the seating, steering and brakes, everyone was very keen to get on with the fun of the day. There were around twenty entries of

various shapes and sizes. Some were the wood string and nail design others looked as if they had a serious design team behind them and a workshop to put it all together. They all seemed to have fun; even the heavy down pour of rain 2.00 ish did nothing to dampen their sprints.

July 19th Debden, Autosolo run by Eastern Counties Motor Club

This round had a bumper entry of 37 cars of various shapes and sizes running in a number of classes in both the Autosolo and Autotest rounds. We were very low on numbers of marshals again, but by spreading out and running three on the start line we soon had the cars through the tests. For some reason we had a 4.30 curfew, so in all we had to get around 650 tests in between 9.30 and 4.30. We did it with 15 minutes to spare. Elsewhere Dave would have added a copy of the results to this newsletter.

While it is raining outside I thought I might tell you all about three events in the next month or so

Hylton Gott Volvo Centenary Stages

First did you know that there is a Stage Rally on at Snetterton August 16th, the first for a few years? This time they will be using some of the infield roads to make it more interesting.

The plan is that Andy Lawson and I will be taking part, and with Christine doing a sterling job marshalling and looking after you the marshals, there should be tea coffee and cake etc available all day.

Please let me know if you can come out to play and then I will register the team all together so we will be marshalling as a team

Next up is the weekend of 5th – 6th September:

Saturday Sept 5th Wickford Auto Club Debden Targa

AMSC Targa Challenge

Carver Barracks (RAF Debden)

This is only the third round of this year's series but the championship is as close as ever, with a hand full of points covering the overall positions.

Sunday Sept 6th Sporting Car Club of Norfolk Scottow AutoSOLO & Autotest

AMSC AutoSOLO Challenge

Scottow Enterprise Park (formerly RAF Coltishall)

This is our clubs second visit here this year. Last time out we had 25 entries we would like more this time.

We need plenty of marshals too.

We will be running 3 sites again this time. As marshals you will be welcome to free drinks all day, and there should be a bacon roll for breakfast and cheese rolls etc for lunch.

Just to let you know it is not the best idea to have two events on the same weekend, I don't know why it just seemed to happen this time

Christine and I will be at all three of these events

If possible I / we would like you to be out on all these events but I know this is not possible. If you could please come out on one or two that would be great, please email me or phone as soon as possible.

Entries are important but the marshals are just as important.

It goes without saying really the most important one for our club is at Coltishall

Martin Newson ☎ 01502 716280 💻 cjnewson32@yahoo.co.uk

Ever Had Car Insurance Problems?

Car modifications are not exclusive to boy racers or petrol heads — as well as turbocharged engines and spoilers, insurers take more modest vehicle modifications into consideration when arranging your cover — anything from alloy wheels to safety features such as parking sensors. Different types of modification will affect the cost of your cover differently — some will not alter your premium at all, and some could even reduce it. But your insurer must be informed so they can provide appropriate cover, and you could be driving illegally if your insurance policy is invalidated because you didn't declare everything on your policy.

What counts as a modification?

Car modifications can be performance-based or purely cosmetic, but insurers will want to know about any changes made to the vehicle.

When you get a quote from a price comparison site such as uSwitch, you'll be able to select from a list of modifications. You might be surprised to see what these include — alongside performance modifications such as engine alterations, you'll also be asked to declare additions such as sunroofs, parking sensors, paint work, and tow bars.

Most insurers will only ask you to declare these alterations or accessories if they were added after



Automotive Performance Tuning

APT began in 2004, when Gary Hayward identified a demand for a knowledgeable specialist in the tuning and maintenance of Japanese performance vehicles in the Norfolk area.

Having completed training and with several years experience working with vehicles in a main-dealer environment and more recently managing the workshop for another local specialist tuning company, Gary decided to adopt a more dedicated approach. What followed was to become not only a success in the Norfolk area, but a Nationally recognised company with customers travelling often hundreds of miles, in fact our customer base now stretches into Europe too. Our existing customers seem to appreciate our honest and informative approach, along with our 'small company' attitude.

Our facility, based just outside Norwich is equipped with the latest equipment to allow us to carry out tuning of performance cars to a very high standard and taking into account the customers budget.

We have the ability to map most of the major aftermarket management systems, including MoTeC, Apexi, Autronic, HKS and are agents for the **EcuTeK** remapping system for Mitsubishi Evo vehicles.

Gary is proud to have been involved with various projects over the years, including customers such as Rosspart and Mosler Europe, for whom we have mapped several of their road and race cars.

Additionally to this, we are also equipped to carry out tuning to modern Petrol and Diesel road-cars. Healthy power gains are available by optimising the vehicles operating parameters, but more significantly, fuel economy can be improved on Turbo-Diesel applications. Please click the Evolution Chips logo on the left for more information about this great service.

Our own Mitsubishi Evo 7 has continued to evolve and has become widely regarded as one of the leading Evo vehicles in the country. It provides a useful test-bed for new innovations and can be seen at various MLR events across the country. It features an APT-built 2.3 stroked engine, Rosspart Garrett T04Z turbo, Drenth Sequential transmission and aggressive body-styling. It produces in excess of 700bhp and now also includes a NOS system. Look out for it at a trackday near you!!

the car's manufacture, but others will consider these to be modifications if they were not part of the basic specification of the car, i.e. if the manufacturer provided these as optional extras when the car was purchased. Not all insurers will take this into account, so when you're comparing online it's best to select these as modifications. If you've got an existing policy and you're concerned that you haven't declared everything, just give your insurer a call and ask whether they take these types of modification into account.

Informing your insurer about modifications

If you're taking out a new insurance policy, it's important to declare any modifications at the comparison stage to ensure the quotes returned are accurate. By not declaring modifications, you could be left without valid cover, which is a legal requirement.

If you make any alterations to your car during the course of your insurance policy, you should declare this to your insurer immediately. Don't wait for your renewal notice as you may not be covered in the meantime.

How do modifications affect the cost of car insurance?

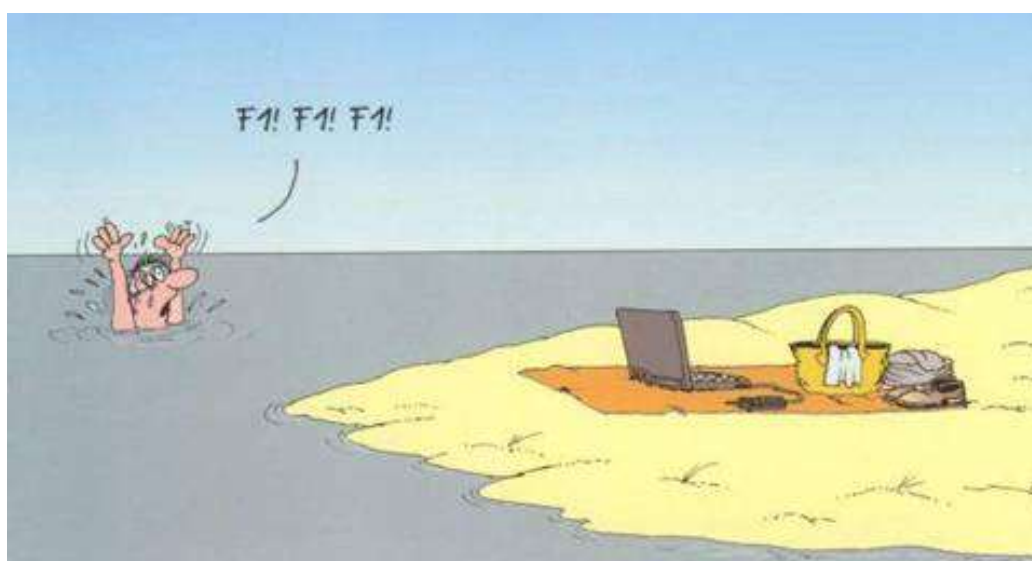
As you might expect, some types of modification will increase the cost of your [car insurance](#). Some performance modifications can make your car more powerful, meaning it's more likely to sustain or cause damage in the case of an accident. Other modifications will make your car more attractive to thieves or could increase the value of your car, and your insurer may increase your premium to reflect this added risk.

However, some types of modification could positively affect the cost of your insurance. Safety features such as trackers and parking sensors could save you money — but be aware that the insurer will also take the equipment's replacement cost into account, meaning your premium could actually go up or down.

How to get cheap modified car insurance

If you're thinking of modifying your car, think carefully about the type of modification you want and how it could impact the cost of your car insurance. Some will not affect the cost of cover (or could even reduce it), while others could result in a significant increase.

Many insurers are wary of modified vehicles, and some won't even provide a quote if the car has been altered in any way. But there are many specialist insurers who are happy to cover cars with modifications, and can offer tailored benefits and affordable quotes, so it's best to shop around.



Easy Peasy Table Top Rally


Thursday 17th September 2015

White Horse, Trowse

It will be easy
have a look at last year's offering on the [website](#)
Home>Clubmans>2014>Rnd 5

19:30 for 20:00 start

Further information from David Bell

 01603 720871

 percy@sccon.co.uk

Chance to use the online Entry Form on the [website](#)
Home>Clubmans>2015>Rnd 4

2015 / 2016 12 Car Championship


Provisional Calendar

Friday 23rd October 2015	Round 1
Friday 13th November 2015	Round 2
Friday 4th December 2015	Round 3
Friday 29th January 2016	Round 4
Friday 26th February 2016	Round 5
Friday 18th March 2016	Round 6

Unfortunately at the moment it will only be a four round Championship as only four organisers have stepped forward

Would you be willing to have a go at organising?

Further information from David Bell

 01603 720871

 percy@sccon.co.uk

**Scottow Enterprise Park
AutoSOLO & Autotest**

Sunday 6th September 2015

2015 AMSC AutoSOLO Challenge Round 4

2015 Clubmans Round 3

Another opportunity to have a look at a brand new venue with a load of history

Formerly RAF Coltishall and home to No. 6 Squadron RAF

The club is running a dual Clubmans permit AutoSOLO & Autotest

What is the difference?

AutoSOLO vehicles must be taxed, tested and driven to the venue

Autotest vehicles can be trailered to the venue


Both events use the same course, basically drive round a load of numbered cones in the right order and as quick as you can

Cheap and non-damaging motorsport
although enthusiastic drivers should expect a bit of tyre wear

NO SPECTATORS THE ONLY WAY TO GET IN IS TO ENTER OR MARSHAL

Marshals and entries required

Contact Martin Newson for more information

 01502 716280

Team Bassin Roeselare Rally

As well as Alfa Romeo Owners Club (AROC), I am also a member of my local car club, West Suffolk Motorsport Club (WSMC). Another member, Keith Pettitt, invited me out to the Canal Rally, part of the Flanders International Rally Challenge (FIRC) as a spectator. I drove my 1979 Alfetta GTV out there in 2014, and the International organiser, Kristof arranged for the car to go through scrutineering. There were five very minor things, the most serious of which was a new navigator's foot rest! They loved the car, scrutineers as well as spectators wandering round the service area which was in the centre of the town. This inspired me to do the event the next year.

Due to a number of unfortunate circumstances I missed that event but entered the TBR (Team Bassin Roeselare) rally taking place 12th July 2015. After a visit to a stage rally at an airfield near Taunton, I had a few minor tweaks I wanted to do. I had been approached by two previous FIRC competitors who came to tell me that I ought to take the car to Belgium for one of their events because they would absolutely love the car and I would thoroughly enjoy the rally. (They also said there was very little to learn from an airfield stage that would prepare me for the Belgium closed roads). However this did also prove the Alfa 166 to be a comfortable and relaxing tow car.

Ten days before the event my navigator dropped out and using the scattergun approach I contacted all the local motor clubs that I have competed with, RallyMatch, Kristof and, in desperation, Fairfield Motorsport. John Morgan from Fairfield Motorsport (who specialise in organising economical overseas travel arrangements for competitors) suggested Cat Lund would navigate for me. We met the Thursday before the week of the event at Cambridge Services. On the way there I called at MASS Racing, to have a carburation issue sorted on the rolling road. (He had had a £12m straight 8 Alfa engine in there the day before on his Dyno). Cat gave me a 'to do' list which included a new sump-guard among other minor tweaks. The sump-guard material did not arrive until late on the Wednesday, and Harleston Engineering miraculously managed to achieve the necessary bending for me to collect a 'hot off the press' sump-guard by 10.00 the next day. I then had to drill the appropriate holes and get it fitted which I completed at 12.00 before a 1.00 departure! This seems to reflect how everything has been in my attempts to compete in the FIRC events and I suppose I should have expected it!

I went down to Ashford on the Thursday, ready for an early ferry on the Friday, and arrived at the Park Hotel Izegem at about 3.00pm. Keith arrived at 4.00pm and we spent a relaxing evening as more and more UK competitors and crews joined us. They all said I was extremely fortunate to have Cat as a navigator, and not to be too disappointed if I didn't finish as only 30% of competitors finish their first event.

The service area was at Expo Roeselare, (an Exhibition Centre) which had plenty of space for the rally cars to be spread out and a huge hangar for scrutineering, administration and hospitality purposes.

Saturday was pace notes day. The Alfa 166 (the tow car) was a very comfortable office to prepare the pace notes with, and was quick enough to accelerate and decelerate so that the pace notes worked. Scrutineering was 3.30 – 4.00 pm. There were four scrutineers, one on each side of the car doing car related checks, one overalls, crash hat etc, and one checking the paperwork was in order. This was successfully completed in what seemed like one minute and the Rally car was in Park Ferme until the morning. We went back on to the stages to refine our pace notes and the 6.00pm deadline came round in a flash. I thoroughly enjoyed the whole experience of making pace notes. Cat was very professional and not the hard task master I had been led to believe; she was very tolerant of my foibles! We both had the passion for the perfection required!

Sunday dawned drizzly and overcast. I was assured the weather would become dry and the 84 competitors before me would help to dry the lines anyway. First stage went past in a blur, especially the first two corners after I had banged my head on the FIA required roll cage padding (!) After the

first leg of four stages I felt I was starting to get the feel for it; we had refined our pace notes still further and were starting to work well as a team. At the start of the second leg I had forgotten to hook up my Hans device to the helmet, which was spotted during the countdown; everyone came to help just as I managed to complete it myself! They then let us go but we had lost valuable stage time. We were still 30 seconds quicker on that stage than the previous time on that stage, and at least 10 seconds quicker on the following three stages of that leg. The third leg was between 7 and 10 seconds quicker per stage; the fourth and final leg between 5 and 0 seconds quicker. It was all coming together nicely but unfortunately the day was over. We continued to refine the pace notes even on the last running of each stage in case the notes may be useful in the future.

The cheers and smiles we got from spectators were heart-warming. Many people sat in their gardens watching the rally cars go by, and people were perched on top of the most unusual items to gain a good vantage point. Fortunately they were all in safe positions! There were police patrolling or parked at points on the road sections, all smiling and being enthusiastically helpful. I understand they don't have any messing from spectators as they love to see the rally in their area.

Results! Beyond my wildest dreams! Firstly, we had finished which was my main aim for the day. We were not last, in fact, we were 56th out of 97 starters. We were the 2nd UK team home in the Historic section, which was a considerable achievement against a lot of more experienced teams. The results were finalised at 8.00 pm, back to the hotel by 8.30 for party time!!

The service crew had made the whole event so much more relaxed. They were meticulous in checking out the car on all four thirty minute service stops and their wealth of experience was hugely appreciated. They always appeared to have time despite the fact they were looking after three cars. For the first time ever I had time to sit down and have some lunch during service!

I am still grinning from ear to ear despite being back in the real world again! I can't wait for the Hermicuda in October. As far as the car is concerned the new sump-guard is superb and does not need any modifications. I will put a skid on the exhaust so it doesn't wear through, but otherwise the car is ready for next time...just add fuel.

Richard Leggett

A note from the navigator.....

...or the co-driver, as I really prefer to be called! As to me, a navigator is someone who reads the route from a map, whereas with closed road stage rallying you work together as a team to make 'pace' notes, which not only tell you the route through the stages but make a note of every bump, bend and cut along the way, allowing you to drive the stage at maximum pace.

It requires quite a lot of concentration to make pace notes from scratch, and I was very impressed with Richard's patience as we turned around again and again to make sure the notes were absolutely right on tricky sections. After some initial reservations he really took to the idea of taking the cuts, which are essential in Belgium, as previous competitors cut the corners and push gravel out of the cuts onto the road. If you don't take the cuts you are on the gravel and off the road on the other side, but some of the cuts are very deep and the crashing noise as you take them is pretty daunting. Richard's new sump guard was well up to the job though and the Alfa emerged more or less unscathed, and I think by the end of the rally he was really getting to like the cuts.

By the end of the event we were driving with some great commitment on the notes, and our improvement in times throughout the day was the reward. As an Alfaholic myself, it was a real pleasure to have the chance to do the event with Richard and like him I am still grinning from ear to ear. Thanks for the ride Richard!

Cat Lund



History;

I raced in the Alfa Romeo Owners Club series from 1987-1992, and had this car as the spare shell in case the worst happened. I won my class in the series in 1992 and sold the successful car that year. I couldn't find a buyer for the spare shell so, as I had lots of spare parts left over, and the 3.0l 75 I had planned to race the next season in the Alfa series was taking longer than anticipated, I decided to use the spare parts to build a rally car. I had always enjoyed the AEMC rallies during the off season for racing and this was a low cost way to continue competing whilst the 3.0l was finished.

Gradually I added coil over shocks (using the existing Koni's), and had a twin spark engine built with fast road cams. David Youngs kindly set the car up for me and I haven't tinkered with his settings since. My son James became old enough to navigate, and we built up a really good working relationship so that by the end of 2003 we were seeded 24 out of over 100 competitors, and came 2nd in the 2.0l class that season. He went off to Australia for a gap year, came back to University, is now married with children and no longer has the time to navigate.

2011 I drove the car to Spa and enjoyed two one hour lapping sessions, which I absolutely loved. I was thrilled that after the first session I had a number of people search me out to find out how I had set the car up. Since then, during 2012, 2013 and 2014, I have done a number of Alfa races whilst trying to find a navigator; Matt was getting quite good but decided going over to Belgium was too much commitment and the next navigator had girlfriend issues!

In January 2015 I installed the existing engine, built by Richard Drake of Richard Drake Motors, which, after some initial teething troubles is now performing very well. I chose Richard because this would now be the fourth engine he had built for me and all the previous engines had been 100% reliable. To finish first, first you have to finish!

I was therefore delighted to finally be able to take part in the FIRC with one of the best navigators available, who was very familiar with the series and the protocols.



ITALIAN CLASSICS IN REEPHAM

Following the success of last years event we are delighted to confirm that the Reepham Classic Car and Bike Festival will be held on Sunday 27th September 2015..

This year the event will have an Italian theme, with half of the available places dedicated to iconic Italian marques such as Abath, Alfa Romeo, Ferrari, Fiat, Lamborghini, Lancia, and Maserati, while we also plan to feature two wheeled examples such as MV Augusta, Ducatti, Laverda, Moto Guzzi, Lambretta and Vespa.

If you and/or your club wish to display your vehicle please contact Peter at [**reephamclassic15@hotmail.com**](mailto:reephamclassic15@hotmail.com)

The remaining non-Italian places will be allocated based upon a mix of outstanding exhibits from last year and particularly interesting newcomers. Please send a brief description of your vehicle, and photo if possible. We will finalise our selection during the summer and each applicant will be informed of the final list.

This promises to be a another wonderful occasion for families and enthusiasts alike.

Marshals Post

Upcoming club events – Scottow Enterprise Park AutoSOLO & Autotest, P & H Novice 12 Car, Lyng Garage Trial, Waveney Mushrooms 12 Car

Other clubs:

Hylton Gott Volvo Centenary Stages on Sunday 16th August based at Snetterton Circuit organised by Sheffield & Hallamshire Motor Club

Debden Targa on Saturday 5th September based at Carver Barracks (nr Saffron Walden) organised by Wickford Auto Club

Wethersfield Stages on Sunday 27th September based at MOD Wethersfield (nr Braintree) organised by Chelmsford Motor Club

Sculthorpe Targa on Sunday 11th October based at MOD Sculthorpe (nr Fakenham) organised by King's Lynn & District Motor Club

Lynn Charity Stages on Sunday 1st November based at MOD Sculthorpe (nr Fakenham) organised by King's Lynn & District Motor Club

Further information (if any) available from David Bell on 01603 720871 – there are also links on the Marshalling page on the club website (www.scccon.co.uk/html/marshalling/marshal.html) 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 Other Club Dates page on the club website (www.scccon.co.uk/index.html)



Anglia Motor Sport Club



2015 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	17 th May	Wethersfield	WSMC
2	28 th June	Scottow	SCCoN
3	19 th July	Debden	ECMC
4	6 th September	Scottow	SCCoN
5	20 th September	Wethersfield	CCC
6	8 th November	Debden	WSMC

2015 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	8th March	Sculthorpe	KLDMC
2	19 th April	Wethersfield	CMC
3	7 th June	Debden	WSMC
4	5th July	Wethersfield	CMC
5	5 th September	Debden	WAC
6	15 th November	tbc	CMC

2015 / 2016 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	18 th October	Ivinghoe Aston	FMC
2	1 st November	Kensworth	FMC
3	15 th November	Lyng	SCCoN
4	13 th December	Wattisfield Hall	WSMC
5	1 st January	Seckford Hall	ECMC
6	17 th January	Harlton	CCC
7	21 st February	Holbecks Park	WSMC
8	20 th March	Lamarsh	WSMC
9	tbc	Ivinghoe Aston	FMC

CCC Cambridge Car Club CMC (Chelmsford Motor Club) ECMC Eastern Counties Motor Club
 KLDMC (King's Lynn & District Motor Club)
 SCCoN Sporting Car Club of Norfolk WAC (Wickford Auto Club) WSMC (West Suffolk Motorsport Club)

2015 AMSC AutoSOLO Challenge



Andrew
AutoSOLO FTD



John
AutoTEST FTD



Jonathan
AutoSOLO 2nd Class A2



David
AutoTEST 2nd Class D1



Marcus
AutoSOLO 2nd Class A1



Geoff
AutoTEST 1st Class E

Thanks to Caroline Cruz for the photos



Thanks to Caroline Cruz for the photos

Thanks to Leigh Trevail for this, does anyone remember the event?
I'm sure Leigh would be interested in hearing from you if you do

The Sporting Car Club of Norfolk

"PANCAKE" RALLY

SUPPLEMENTARY REGULATIONS

Sunday, 20th March, 1960

Clerk of the Course:—
G. TIBBENHAM, ESQ.

Hon. Secretary of the Rally:—
M. A. KING, ESQ.

Stewards:—
S. BOSHIER, ESQ.
A. E. CLEGHORN, ESQ.

Scrutineer:—
R. W. CHITTY, ESQ.

SPORTING CAR CLUB OF NORFOLK.

"PANCAKE" RALLY

20th March, 1960.

A Restricted Event.

This interesting rally will once again be run by the Sporting Car Club of Norfolk, although rather later in the year than usual.

The rally will start at Diss at 10.00 a.m. from the Park Road Car Park opposite W. D. Chitty Ltd., and will cover approx. 160 miles, with an hour's break for lunch at midday. The rally will finish, also at Diss, at approx. 5 p.m. onwards and will be followed by a meal.

Two driving tests will be included during the day and times taken on these will be included in determining the results.

The award list includes class, team, ladies, and mixed-crew awards, and these will be added to if the number of entries warrant. In addition to the Pancake Trophy for the best driver, the Crawford Trophy is being presented to the navigator of the winning car. With this in mind we are endeavouring to provide a rally which will be of equal interest to both drivers and navigators, without being either a 'Driver's Dice' or a 'Navigator's Nightmare.'

We hope that all competitors will have an enjoyable day's motoring and look forward to a maximum entry list.

If you do not wish to enter, your offer to act as Marshal will be greatly appreciated.

ADDITIONAL SUPPLEMENTARY REGULATIONS.

- This Competition is governed by the Standing Supplementary Regulations of the R.A.C. and the additional Supplementary Regulations herewith.
- Permit No. E997.
- Persons eligible to compete—Fully paid-up members of the Sporting Car Club of Norfolk and the following invited clubs:—
Cambridge 50 Car Club, East Anglian Motor Club, Eastern Counties Motor Club, Gt. Yarmouth & Lowestoft Motor Club, King's Lynn & District Motor Club, Peterborough Motor Club, Thames Estuary Automobile Club.
- Start—The start will be at Diss (M.R. 136/16796). First car leaves 10 a.m. Competitors to report 30 minutes before their start time.
- Length of Course—Approximately 160 miles.
- Classification. Class 1—Saloons up to 1300 c.c.
Class 2—Saloons over 1300 c.c.
Class 3—Sports and other cars.
N.B.—Cars entering in Classes 1 or 2 must have four full seats.
- Awards.
Club trophies will be held for eleven months, replicas and other awards will be won outright.
Outright winner—Pancake Trophy and Replica.
Navigator of Winning Car—Crawford Trophy and Replica.
Second—The Williment Trophy and Two Replicas.
Third—Trophy.
Class Awards—A Trophy to the competitor making best performance in each class.
Team Award—Trophies to members of team making best aggregate performance.
Ladies' Award—Trophy to best all-ladies crew.
Mixed Crew Award—Trophy to best mixed crew consisting of driver and navigator only.
Further Awards will be made if number of entries warrant.
N.B.—No competitor will be awarded more than one of the above awards (excluding team awards).
- Entries. Minimum entries 20, Maximum 60.
- Entry List. Opens Friday, 4th March, and closes first post Tuesday, 15th March.

- Entry Fees. Rally Entry fee £1/10/0. Team Entry fee £1/1/0.
- Address to which Entries must be sent
M. A. King, "Silverdene," 6, Manor Gardens, Diss, Norfolk.
- Clerk of the Course. G. Tibbenham, Esq.
- Stewards of the Meeting. S. Boshier, Esq., A. E. Cleghorn, Esq.
- Results. Detailed provisional results will be available at the "King's Head" Hotel, Diss at the conclusion of the event. Protests must be made in writing within 1 hour of the results being posted for inspection, accompanied by the usual fee of 1 guinea which will be refunded if the Stewards consider the protest justified. Competitors will subsequently receive per post a copy of the final detailed results.
- Identification. Small numbers will be issued and should be affixed to the top left hand corner of the windscreen.
- Route Books. Route books or cards will be issued at the start of each section.
- Maps. Maps required will be O.S. Seventh Series Nos. 136, 137, 149, 150.
- Starting. The starting order will be decided by ballot.
- Timing. Timing will be by the competitor's own sealed watch system and all times will be taken to the last completed minute i.e. 09 mins. 59 secs. will count as 09 mins. Competitors must provide a watch suitable for sealing in a 3 inch diameter container. Tampering with the seals of the container will result in disqualification.
- Driving Tests. There will be two driving tests to be attempted during the rally. Times taken on the tests will be marked as per Para. D34 of the R.A.C. Standing Supplementary Regulations 1959, and these marks will be included with the marks lost on the road section to determine the final result.
- Marking System. Performance will be assessed on the "marks lost" system, all penalties being as laid down in Para D34 of R.A.C. S.S.R.'s 1959 with the following additions:—
Failing to sign on 30 minutes before starting time. 5 marks lost.
Opening any sealed envelope 500 marks lost.
- N.B. R.A.C. Competition Licences are essential for this event.
- There will be a halt for lunch at midday of an hour from due time of arrival. Competitors should arrange their own food for this but there will be tea, coffee and other liquid refreshment available.
A meal has been arranged at Wren's Restaurant, Diss, to follow the rally.

Printed by the Sporting Car Club of Norfolk.