

SCCCLN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2016



2015 Midsummer Classic



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Editor

Martin Newson
01502 716280

Spotlight articles should be emailed to:
cjnewson32@yahoo.co.uk

or mailed to:
Spotlight,
32 Queen Elizabeth Drive,
Beccles,
Suffolk
NR34 9LP

Contacts

Pat Ward

Management Team

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Competition Secretary

Chief Marshal

Social Secretary

Membership Secretary

Child Protection

Web

Company Secretary

Committee Members

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280
Mark Annison

Peter Riddle
clubsecretary@sccon.co.uk
01953 601174
Lynne Wellbelove
lynnewellbelove@btinternet.com
01953 483640

Andrew Lawson
compsecretary@sccon.co.uk
01692 598291

Maggy Bateman
chiefmarshal@sccon.co.uk
01379 783142

Howard Joynt
howardjoynt@googlemail.com
07917 060052

Grace Philp
01953 887153

Christine Newson
cjnewson32@yahoo.co.uk

David Bell
percys@sccon.co.uk
01603 720871

David Leckie
01603 893294

Chris Edwards
Mike Lambert
Dale Lawson
Gordon Wellbelove

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

[AGM
Notice](#)

[Midsummer Classic
Regs & Entry Form](#)

AGM

Wednesday 18th March 2016

White Horse, Trowse

Commencing 8:30 pm

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 **18th May** for the AGM

Diary Dates

Wednesday 4th May
Management Meeting

**Wednesday 18th May
AGM at the White Horse,
Trowse**

**Sunday 22nd May
Woodbridge Targa
Wickford Auto Club
2016 AMSC Targa
Challenge Round 2**

Wednesday 1st June
Management Meeting

**Sunday 5th June
Wethersfield AutoSOLO
Cambridge Car Club
Eastern Counties Motor Club
Falcon Motor Club
2016 AMSC AutoSOLO
Challenge Round 2**

Thursday 15th June
Club night at the White Horse,
Trowse

**Sunday 19th June
Midsummer Classic**

Wednesday 6th July
Management Meeting

Thursday 21st 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 15th May
MSVR Bolton Midnight
Snetterton Circuit

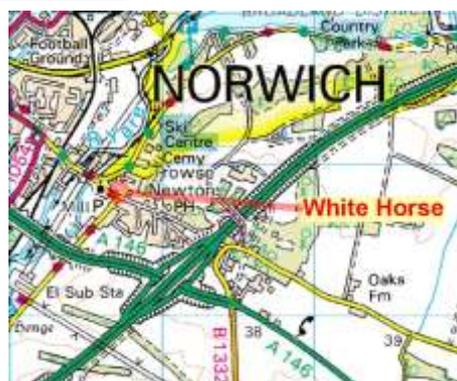
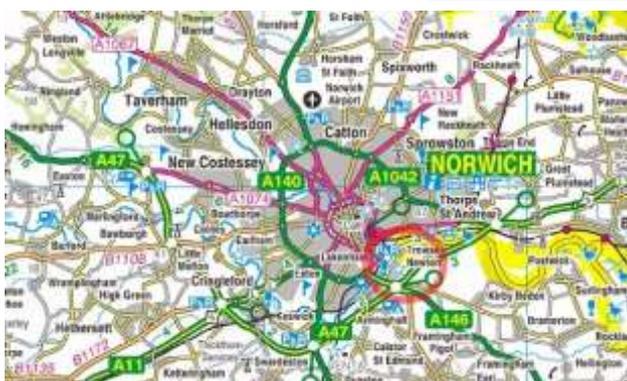
Sunday 22nd May
Woodbridge Targa
MOD Woodbridge
nr Ipswich

Sunday 5th June
Wethersfield AutoSOLO
MDPGA Wethersfield
nr Braintree

Sunday 19th June
East Anglian Classic



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



2016 Dates	Event	Champ.	Contact(s)
Friday 15 th January	12 Car	12 Car	Gordon & George Shipley
Thursday 21 st January	Club night		
Friday 5 th February	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 19 th February	Club night		
Friday 26 th February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 17 th March	Club night		
Friday 18 th March	12 Car	12 Car	Jonathan Stimpson
Sunday 3 rd April	AutoSOLO		Martin Newson
Thursday 21 st April	Club night		
Wednesday 18 th May	AGM		David Leckie
Thursday 15 th June	Club night		
Sunday 19 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 21 st July	Club night		
Thursday 28 th August	Club night		
Thursday 15 th September	Club night		
Thursday 20 th October	Club night		
Thursday 17 th November	Club night		
Thursday 15 th December	Club night		

www.scon.co.uk/index.html

Plenty of scope for suggestions and volunteers

Have you got any?

Would you be willing to pop your head over the parapet?

Don't be shy

Chairman's Reporting from May 2016

May has seen the explosion of events with something going on every Sunday. We have been out again for the last two weekends for two different types of rallies, on the weekend of 24th April Chelmsford MC had one of their Targa Rallies at Wethersfield and then Wickford and Green Belt MC had a stage rally at Woodbridge

Targa at Wethersfield, Sunday 24th April

Jim Bowie planned 16 tests for this year, and Jim always tries to make his event a challenge for drivers and navigators alike, this year was no exception. Everyone we spoke to had enjoyed the test layouts which used four areas on the old RAF site and we had been given the bomb dump area to look after once more. Christine and I had been joined by fellow club members Andy and Dale Lawson, Chloe Hewitt, Paul Doodson and our friends from West Suffolk and Eastern Counties Motor Clubs. During the day we were very busy observing and putting back cones that the competitors ran over or obliterated. A normal day at the office. Christine's catering skills were not put to full use as the team was spread wide and far in the bomb dump. However her tea, coffee and cake were taken by the MSA Steward and club steward throughout the day.

Woodbridge Stage Rally, Sunday 1st May

Martin & Christine Newson, Andy & Dale Lawson, Howard Joynt, Paul Doodson, Tony & Chloe Hewitt made up the marshalling team to look after the sector which included the merge, split and chicane. Normal catering services resumed today with bacon rolls, tea, coffee, cake taken up by the marshals in our sector. Thank you to Chloe Hewitt for making a selection of sausage rolls and iced buns. The event ran very well with no major hiccups, just a few cones to put back or replace. Well done to Aaron Rix who seemed to have driven a brilliant rally (his 1st one) with a good result of 19th Overall and 2nd in his class and not that far behind Dad, Ian Rix

Snetterton Rally, Sunday 15th May

Bolton-Le-Moors Car Club and Motorsport Vision are running the last round of the new circuit rally championship, the MSN Rally Championship. The all-new championship see run on circuits across the United Kingdom, including all four of Motorsport Vision's venues - Brands Hatch, Snetterton, Cadwell Park and Oulton Park. The MSVR Bolton Midnight in association with Graham Coffey & Co. Solicitors are running this the last round here at Snetterton. As always marshals are required, please contact Martin at the normal places. Christine will not be with me marshalling as she is doing the Race for Life, but she has not forgotten us, and will be providing cakes for us to have through the day. Please make a donation for cakes all proceeds will go to Cancer Research UK.

Christine and Suzanne Newson are doing the Race for life on Sunday 15th May at the showground Norwich to raise funds for Cancer Research UK. If you would like to make a donation or sponsor them contact Martin through email or phone 01502 716280.

SCCoN AGM.

Wednesday 18th May 2016.

Commencing at 8:30pm at the White Horse PH, Trowse,

Please come along and we can talk about your views on our club and motorsport after the business part of the AGM is completed

Jonathan and Kathryn Stimpson are proud to welcome Baby Stimpson to the world; he arrived on Saturday 30th April at 5.14am 5 weeks early! He is lovely and healthy.



Congratulations to the proud parents from all in Sporting Car Club of Norfolk

Membership 2016-2017.

Its membership renewal time again! Don't forget to renew your SCCoN membership

A recent review of membership has shown that we have a number of lapsed / missing memberships. Could I ask everyone to complete the form below and return it to me so that I can ensure that our mailing list is up to date? Alternatively, you can email me at membership@sccon.co.uk.

Thank-you

Grace

(Grace Philp – Membership Secretary)

The Old Coach House

Church Hill

Banham

Norwich

NR16 2HN

Name:

Address:

Telephone:

Mobile:

Email:

Single / Joint Membership *delete as applicable



"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:



Co-Driver wanted

I am looking for a Co-Driver for the Flanders International Rally Challenge.

The first event is the 28th and 29th May, the second one is the 11th, 12th of June, the third in July.

No financial contribution required.

Please phone Richard on 07767 806618 or e-mail richard@barnstoreclassics.co.uk

Speed Secretary - Vintage Sports-Car Club:

Active in every aspect of motorsport for Pre-war cars, the VSCC is one of the largest and most highly regarded motoring clubs in the world and has an immediate vacancy for a new Speed Secretary.

Primarily responsible for the Club's Speed Championship you will work in the Competition Department at Chipping Norton alongside colleagues responsible for our Race programme and Non-Speed Events. Excellent organisational skills are a must and you should be familiar with Race and/or Speed events, but not necessarily with vintage cars. A good understanding of the 'Blue Book' and principles of motorsport are required.

Requires regular weekend work, UK travel and nights away from home. Competitive annual salary of up to £25,000 (plus discretionary bonus) together with other employment benefits. To apply for this exciting and diverse role please send your CV by email to the Club Secretary - dave.salmon@vscc.co.uk

Marshals Post

Upcoming club events: Midsummer Classic

Other clubs:

MSVR Bolton Midnight on Sunday 15th May at Snetterton Circuit organised by Bolton Le-Moors Car Club

Woodbridge Targa on Sunday 22nd May based at MOD Woodbridge (nr Ipswich) organised by Wickford Auto Club

Wethersfield AutoSOLO on Sunday 5th June based at MDPGA Wethersfield (nr Braintree) organised by Cambridge Car Club, Eastern Counties Motor Club & Falcon 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.scon.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.scon.co.uk/index.html)



MSVR Bolton Midnight

Snetterton

Sunday 15th May 2016

Percy rides again



After a couple of years of grovelling on the naughty step following an unexpected flying lesson over Clapham Common (no not that one!) I seem to have earned enough brownie points to be allowed out again, albeit on a much reduced calendar. Following the destruction of the MG ZR on the 2013 Breidden (doesn't time fly) Hugh has replaced it with a Turner prepared Rover 214 (P613 EFL) sourced from somewhere in the North West.

First event was to be our 'local' event the Bruce Robinson, 140 miles of Lincolnshire lanes (maps 121 & 122) starting and finishing at Lincoln Rugby Club (on the day England beat Scotland in the 6 Nations so it was always going to be a bit lively at the start). Running at car 23 out of 28 starters we turned up at noise / scrutineering on our due time only to find everyone had been through and sailed through (if only). Signed on and with nothing to do settled down for a bit of chit-chat with some old friends to wait for the off. Other locals out were Mark Banham & David Smalley (car 11), Tony Hewitt & Brian Cammack (car 13), running at car 22 a last minute pairing of Keith Lane & Matthew Smalley (should have been John Peterson & Matthew Smalley but John had broken his gearbox on the previous night's SCCoN 12 car) and Neil Peterson & Will Brown (car 25).

I had been repeatedly assured by my *trustworthy* driver that we were going to treat the night as an easy reintroduction to rallying after quite a lengthy layoff, especially as for reasons that I didn't quite understand we were running without any sump / tank guards, no heroics and the number one aim to get to the finish, *ho-ho-ho* read on! Entertainment at the start was provided

by the 'slightly worse for wear' rugby club members wandering round looking for taxis in the rain – very reminiscent of nights out in Newcastle in my youth where you were considered a bit of a wimp if you were out in anything more than a skimpy top and short skirt (and that was the chaps) whatever the weather. Run out through Lincoln and a bit of pre-plot, tulips from STC4 through to NTC9 over the whites of Necton, Dunston, Metherringham & Blankney Heaths with several NAMs through farm yards and beet pads – plenty of time to plot and I did like having the NAM diagrams on the same sheet of paper as the rest of the navigation, big plus to the organisers.

However I will focus on the first plot & bash section as that effectively ruined our night. Remember those reassurances of a steady run from my trustworthy driver, NTC2 and the start of the first section just outside Branston. The map showed 500m to a YYYY and it was a fair bet that it would be SO, handout came through the window and that was the end of the steady run, red line and clutch dropped before I'd unfolded the sheet and my office was already a shambles – just about sorted by the first junction, enough to confirm a herringbone and GW and SO – sadly I missed the double NAM – but oh dear that was the least of my problems. Let's just say that if the junction had been manned by a DSO that would have been the end of our night, I reckon we were at least a cricket pitch the other side of the junction before Hugh remembered what he was supposed to do at a 'Give Way' as we slid to an embarrassed halt. Might well have been down to Hugh spotting Keith & Matthew not too far in front and a touch of red mist came down, could pose the question why had we caught them but that isn't the way a driver thinks. Pressed on and as we approached the end of the section the two blank spaces on the time card were a bit ominous, if I'd been a bit more on the ball could have looped back for the boards but didn't, picked up the 10 minute penalty and with the winners dropping a total of 6:09 over the 4 time cards we were never going to have to worry about clearing a space in the trophy cabinet!

The rest of the night went well, picked up a couple of extra minute penalties by arriving at controls on our due minute but being processed on the next minute. Also there were one or two dodgy clocks on some of the tighter sections, which is a new 'feature' on the Bruce Robinson which has been squeaky clean on timing in the past. Another 5 straight forward handouts took us across the fens on the bottom half of 121 and the wolds on the top half of 122 towards petrol in Louth finishing off with a run through the double ford at Biscathorpe. The Wasps Nest yellow over Nocton Fen particularly memorable in a car with no sump guard – route card 'care bump before bend, deep dyke after' followed by 'care bumpy for 2 miles'. Nothing much to report on the second half: six handouts to take us over some familiar roads on 122 back towards the finish at the rugby club. The navigation on the event is not difficult, mix of tulips, map features, grid lines etc but it is intense – certainly on a couple of sections I ended up with Hugh at the same junction as I was in the navigation.

The entertainment included two runs at a test on a very rough Bardney airfield (one halfway through the first half and one towards the end of the second half). Good to see that the steady run with no guards was maintained over the test as Hugh set 7th quickest time on run 1 and 12 seconds quicker on run 2, the test included a new bit through Austacre Wood, 10/10 for Hugh as he must have actually taken in the layout as he picked the hairpin right into the wood before I called it (could have been the photo sign!).

Ended up 16th o/a which I thought was fine, without the 10 minute penalty we would have ended up on around the same penalties as Mark & David 10th o/a, other local crews Tony & Brian 12th o/a, Keith & Matthew 17th o/a and Neil & Will 24th o/a. 1st o/a went to Martin Betts / Richard Hage on 6:09 (compared to our 27:38) in a Proton.

Second event the Kick Start Energy Rally of Derbyshire, 110 miles of Peak District lanes (map 119) starting and finishing at Robinson in Chesterfield. Compare and contrast, running at car 21 out of 48 starters we arrived at noise / scrutineering at our due time only to join the queue from hell. Joined at 8 with scrutineering set to close at 9:30, we were still about 10 cars back as the clock ticked round to 9:30, not a good start to the evening. Only local(ish) crew out were James Taylor & Ian Graham running at car 24 although one of my regular drivers from a previous life, Paul Rowland, was out in a new motor running at car 19.

I had expected a load of pre-plot but fortunately there was just a sheet of black spots and quiet with the promise of a plot & bash pre-plot event. Navigation was to be plot & bash but delivered such that the 'droppers' should be on the map before the section started (important bit to remember later). Event was to start and finish with a test round event sponsor Steve Perez's back garden. First handout came through the window allowing 30 minutes pre-plot and then 30 minutes to do the test and the run out to NTC2. We had a reasonably good run over the first half, only really memorable bits were on the test – merge and split in the garden with instructions to stop astride a line between two cones at first time through the merge and stop astride for a signature second time, sadly it took a couple of firm words to stop astride first time (no marshals visible so he wasn't going to stop – don't you love 'em) followed by a 50m tank slapper down the side of a field as we confirmed first hand that the test was very slippery.

All went well after that, usual nose into the drive looking for the entrance to the Dryhurst Fm white, very fast yellows over Beeley Moor, Chatsworth Park and the deer, Kirk Dale and the impossible hairpin left (hand brake needs some work), Haddon Grove and a DSO who must have been in the wrong place, Youlgreave triangles and Kenslow Fm white to NTC10 on the Moneystones white and the wheels started to come off the charabanc. So far the whites hadn't been too bad (for Derbyshire) but Moneystones is quite rough (rough enough to be one of the observed sections on the Edinburgh Trial). Oh yes, car still running with no sump / tank guards, so Moneystones was always going to be the first real challenge. It is very short, can't be more than 300m and Andy Manston was photographing at the bottom of the hill (photo at the top of the piece) and the sharp eyed may be able to spot the problem, at the first real bump we lost the spotlights, bad enough but out in sympathy all the electrics in the office went into disco mode – flashing potti, clock and navigation light. Sadly my old eyes need the assistance of the potti so down to head torch shining through the glass. Put up with the disco for a while but gave up once the clock decided enough was enough and reset itself. Still on familiar territory Hartington white, Wheeldon Trees and Chelmorton white to petrol in Buxton. Soon after Hartington white we caught car 20 so opted to follow them for the rest of the first half. All the controls were competitive so there was no opportunity to drop a minute penalty free and there was no way I wanted to run in front as that would only be an accident looking for somewhere to happen.

Into petrol and an opportunity to make one of the most stupid decisions in my rallying career, I really should have known better and only have myself to blame! We arrived at petrol 13th o/a, sort of best of the rest with the top boys well ahead but we weren't too far off the pace. Hugh fiddled around a bit trying to fix the lights and ended up with one fog light (car came with some fancy spots that doubled as fog lights – far too technical for me). Then the mistake, I asked Hugh to hand in the time cards in exchange for the next handout. He came back with the news that there was an amendment but he'd written it down on the handout. Let's just say that it is lucky I like plot & bash, a combination of bad luck and incompetence on my part saw us leave NTC20 with no route on the map, a clue as to why would be 'duplex' printing and a helpful driver who had turned the sheet over to write down half the amendment. Left NTC20 in a panic and finally

found the missing navigation, an A4 sheet of tulips. Although plot & bash in a car with no interior lights and by this time fading head torch batteries was to say the least going to keep us honest, and an added bonus was the start of the second half took in some Staffordshire lanes that were new to me.

My plot & bash adventure kicked off running south to the west of the Dove Valley through Ilam, Crowley Hall, Calton and Blore finishing just west of Ashbourne. A nightmare moment at a double triangle, we had struggled with the boards all night and for this particular NAM both boards were supposed to be recorded on the same line, saw us caught and passed by car 26, in my defence my balls were all over the place with not enough digits to juggle the potti, stopwatch, pen, pencil, navigation, clip boards, NAM diagrams. Car 26 towed us along and we were soon running third in a queue as we both caught up car 20 – this helped a lot as Hugh experienced one or two ‘ooh that could have been nasty’ moments running with no spots and very little help from a flagging assistant! Link section through Ashbourne and back to normal with the next section plotted and an opportunity to run on our own minute. The next section took in a new white and our only serious wrong slot of the night. At the end of the white we should have slotted hairpin right at T but my poor description of the junction saw us right at the wrong T, a visit to Atlowtop and Atlow cost us 5 minutes. Then sections at Carsington Water and Aldwark took us back onto familiar territory with the very smelly Oddo House Fm white at Elton.

The time had come for the final own goal from my mistake at petrol. RTC28 wasn't where I thought it should be, I was convinced we'd followed the correct route but no control so we parked up for a conference. Gave up and headed for TTC29, absolute brain fade but a helpful marshal cleared things up when I mentioned the missed control and he queried whether I had seen the amendment at petrol. Unfortunately my helpful assistant had failed to note that the amendment was actually three controls had been scrubbed and the time allowed for the following section had been increased, all that was noted was the makeup time at TTC29, TTC33 and MC3 had been increased.

Unremarkable run to the finish: with the exception of the second run through the test. I'll put it down to tiredness but with the same layout we still had a debate about the first stop astride, same tank slapper but the run through the woods to the split was getting leerier and leerier and the inevitable happened as we had a very close encounter with the bottom of a large Rover sized ditch – I didn't think we were getting out, neither did Hugh but the car had other ideas and we made it to the finish! After a horrible second half I was very surprised to end up 14th o/a with James & Ian 19th o/a.

1st o/a went to Richard Hunter / Gary Evans on 12:31 (compared to our 30:23) with the top 3 made up of an Escort / 205 sandwich followed by 6 Protons. Overall a very good event well put together by the experienced team of Guy Robinson & Charlie Wheeldon. One or two dodgy clocks and one or two creative control locations produced 8 droppers (plus the two tests) for the majority of the crews. There were several secret map checks on the tighter sections with marshals taking a consistent 30 seconds to have a peep to make sure there was a map on the navigator's lap, also most of the Route Checks in the first half were manned and there was plenty of room on the Route Check sheet for lengthy names.

Hopefully the electrics will be sorted before the next event in my comeback, trip to North Yorkshire for the Beaver in July.



Anglia Motor Sport Club



2015 / 2016 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	4 th October	Lamarsh	ECMC
2	18 th October	Ivinghoe Aston	FMC
3	1 st November	Kensworth	FMC
4	15 th November	Lyng	SCCoN
5	13 th December	Wattisfield	WSMC
6	1 st January	Seckford Hall	ECMC
7	17 th January	Harlton	CCC
8	21 st February	Holbecks Park	WSMC
9	20 th March	Lamarsh	WSMC
10	17 th April	Ivinghoe Aston	FMC

2016 AMSC AutoSOLO Challenge (Provisional Calendar)



Round	Date	Venue	Organising Club
1	3 rd April	Scottow	SCCoN
2	5 th June	Wethersfield	CCC / ECMC / FMC
3	17 th July	Debden	ECMC
4	4 th September	Scottow	SCCoN
5	25 th September	Wethersfield	WSMC
6	23 rd October	Debden	WSMC

2016 AMSC Targa Challenge (Provisional Calendar)



Round	Date	Venue	Organising Club
1	24 th April	Wethersfield	CMC
2	22 nd May	Woodbridge	WAC
3	3 rd July	tbc	tbc
4	20 th August	Debden	WAC
5	9 th October	Sculthorpe	KLDMC
6	13 th November	Wethersfield	CMC

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

SCCON Clothing - PRICE LIST December 2015

SIZES:- EXTRA SMALL, SMALL, MEDIUM, LARGE, EXTRA LARGE, 2X LARGE, 3X LARGE + 4X LARGE

	GSM grams per sq metre	Colour	Code	Price to SCCON Members	Sizes Not Available
Premium warm fleece jacket	380	Royal blue	UC601	£20.00	
Ladies full zip fleece jacket (no draw-cord etc.)	300	Royal blue	UC608	£18.00	3XL 4XL
Classic full-zip soft-shell waterproof jacket	325	Navy blue	UC612	£25.00	4XL
Premium full-zip soft-shell waterproof jacket	325	Navy blue	UC611	£33.00	4XL
Classic Polo shirt 50% cotton	220	Royal blue	UC101	£10.00	
Olympic Polo shirt 50% cotton	175	Royal blue	UC124	£10.00	
Cotton rich 100% cotton Polo shirt	220	Royal blue	UC112	£10.00	
Ultimate 100% combed cotton Polo shirt	250	Royal blue	UC104	£12.00	4XL
Premium Tee shirt 100% cotton	200	Royal blue	UC302	£9.00	4XL
Olympic sweatshirt with sleeves	260	Royal blue	UC205	£12.00	
Classic sweatshirt with sleeves	300	Royal blue	UC203	£12.00	
Premium sweatshirt with sleeves	350	Royal blue	UC201	£13.00	
Premium V-neck sweatshirt with sleeves	350	Royal blue	UC204	£14.00	
Premium hooded sweatshirt w/sleeves	350	Royal blue	UC501	£17.00	4XL
Olympic hooded sweatshirt w/sleeves	260	Royal blue	UC508	£14.00	
Children's full zip fleece jacket	300	Royal blue	UC603	£15.00	
Children's Polo shirt 50% cotton	220	Royal blue	UC103	£9.00	
Children's Tee shirt 100% cotton	180	Royal blue	UC306	£7.00	
Children's sweatshirt with sleeves	300	Royal blue	UC202	£12.00	
Children's hooded sweatshirt with sleeves	300	Royal blue	UC503	£14.00	
YOUR NAME ON THE RIGHT BREAST OR RIGHT SLEEVE		Gold		£2.00	

ORDER FORM

Name _____

E-mail Address _____

Item _____ Size _____ Price _____

Item _____ Size _____ Price _____

Your name? _____ Location of name _____ Price _____

Send completed form to: _____ TOTAL _____

Peter Riddle, 29 Gaynor Close, Wymondham, Norfolk, NR18 0EA.

Tel: 01953 - 601174

Cheques payable to 'Peter Riddle'.

Delivery will be at SCCoN events, or you can collect.

Manx National Rally

6TH - 7TH MAY 2016



ARE YOU A MARSHAL, TIMEKEEPER OR RADIO OPERATOR?

Fancy helping at the Manx National Rally?

TRAVEL & ACCOMMODATION PACKAGES ARE AVAILABLE FROM £106PP*

3 Nights Bunk House accommodation with Breakfast Return Sea Travel as Foot passengers **From £106pp***

3 Nights Hotel accommodation with Breakfast Return Sea Travel as Foot Passengers **From £175pp***

Car on ferry at a supplement - Quotes available on request

*Prices are based on a minimum of 2 sharing Deposit £30 pp

Contact IOM Events on 01624 664460

Quote Ref MNMP to receive offer price

Visit www.manxautosport.org or email info@manxautosport if interested in helping



**ARE YOU INTERESTED IN
SPRINTING IN 2016?**

THEN THIS IS FOR YOU!

**THE 2016 ESSEX EXTREME AEMC
SPRINT CHAMPIONSHIP**

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

- Category A: Road Going Series/Specialist Production Cars
(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)
- Category B: Modified Series/Specialist Production Cars
- Category C: Sports Libre Cars
- Category D: Racing Cars

Calendar

There are 16 rounds, from March to October, counting towards the championship using venues at Abingdon, Blyton, Curborough, Debden, Goodwood, Hethel, North Weald and Snetterton

The best 10 scores will count towards the championship.
Event Supplementary regs will be sent to each registered competitor,
So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

Chris Deal

07920 -840689 (mobile)
aemc@chrisdeal.force9.co.uk

Essex Extreme

www.essexextremebodyworks.co.uk



www.aemc.org.uk



Paul Millroy/TPM photo sport

Specialist sport requires specialist insurance

Rally Guard – Designed by competitors for competitors: The road section event insurance for organising clubs.

If you're involved in motorsports you will want to be confident that your insurance is providing you with the protection you need.

Our dedicated motor sports team at Jelf Insurance Partnership have designed Rally Guard, insurance cover for Third Party Road Traffic Act liability for the road sections between stages (stage rallies) or during an event (road rallies).

Jelf Insurance Partnership

Partnership House, Priory Park East, Kingston upon Hull, HU4 7DY

Key features

- In the event of a claim there is no excess to pay
- Cover runs up to 36 hours as standard
- Competitive prices
- Exclusive paybacks are offered to organisers who use Rally Guard for a whole season
- Dedicated team with many years experience within the motor sports insurance industry
- Proactive reassuring claims service

Standard rates per driver including 9.5% Insurance Premium Tax:

Type of event	Duration	Premium
Road rallies	36 hours	£15.55
Navigational rallies, 12 cars and scatterers	36 hours	£19.00
Classic rallies/trials	36 hours	£19.00
National ASB stage rallies	36 hours	£18.55
International UK Stage Rallies	48 hours	£22.80
	72 hours	£30.00
	36 hours	£35.20
	48 hours	£40.40
	72 hours	£47.65

Simple eligibility criteria – cover can be used for:

- Drivers aged 20 or over with the appropriate competition licence and UK/EU driving licence
- All competition and official vehicles used on the event insured
- All motor clubs registered with the MSA
- Competitors with EU licences and non-UK registered competition vehicles
- Anyone aged less than 20 years old or with a provisional licence will be insured at the standard price should their co-driver be over 25

Please refer to us if you have any of the following competitors needing Road Section Insurance:

- Any driver disclosing more than 1 fault claim in 3 years
- All drivers disclosing 6 or more conviction points on their licence

Full administration packs are provided. In emergency situations, subject to the above eligibility criteria, organisers can allow competitors to apply for insurance cover on the day of the event, provided full payment is taken.

To apply for Rally Guard please contact our motor sports team for a chat or to arrange a meeting with us at service or ATC at most rallies.

Simply call 01482 388887 or email info@jelfmotorsport.com

www.jelfmotorsport.com

Jelf Insurance Partnership



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JIF 02/06/2018

Colnbrook, Tuesday 3 May 2016

An open letter from the MSA Chief Executive regarding forest stage rallying in Wales

You will be aware that there are no confirmed fees for accessing the Welsh forests for stage rallies beyond 31 May, following the expiration of our previous Master Agreement in December 2015. In contrast, new 2016 agreements for England and Scotland were agreed in January, based on 2015 prices plus RPI at 0.7 per cent.

Due to the fact that negotiations with Natural Resources Wales (NRW) are ongoing, the MSA had not detailed the relevant figures publicly. However, since NRW has now published these figures on its website ([click here](#)) the MSA feels it appropriate to respond and bring you up to date with what is a very worrying situation for us all.

As you can see from the NRW figures, last year the MSA paid £339,000 for road repairs in the Welsh forests, but NRW says that its costs for reinstating the roads in 2015 actually totalled £655,000. NRW is currently negotiating on the firm basis that it will seek reimbursement of the total cost of reinstatement.

Assuming the quoted £655,000 figure is representative over more than one season, this would mean a doubling of Welsh forestry charges, and NRW currently intends to introduce these new rates from 1 June 2016.

The MSA continues to negotiate in an attempt to convince NRW (and the Welsh Government, of which NRW is a sponsored body) that rallying's significance to Wales is felt far beyond the sport itself, and that this bigger picture must be taken into account during negotiations.

For us there are three separate but inextricably linked aspects to consider: the sport; the industry underpinning the sport; and economic impact upon – particularly rural – communities in Wales.

Regarding the sport, it is of course synonymous with Wales, both in terms of its heritage and also in the modern era as the host country for the UK's round of the World Rally Championship, sponsored by the Welsh Government, with whom we enjoy an excellent and mutually beneficial relationship.

There is then the industry. Quoting from the Welsh Government's *Directory of Welsh Motorsport Companies 2014/2015*: 'Wales has a well-established automotive sector with over 150 companies employing more than 1500 workers generating a turnover of over £3billion annually.' It continues: 'In towns and valleys, nestled in industrial estates and enterprise parks are motorsport suppliers on the very top of their game. From high end engineering through to merchandising and clothing and racing circuits through to parts suppliers, Wales has a wealth of world class motorsport companies.'

Finally there is the economic impact. When a rally takes place in Wales, the immediate and calculable financial benefit is that competitors, marshals, officials and spectators visit the area for a day and often longer. The MSA has access to UK-wide data that, although now four years old, gives a good indication of this financial impact.

To summarise that data, based on a one-day forest event with 120 competing crews, to include arrival on the previous day and some staying over to the following day, competitors are estimated to bring approximately £99,500 to the region. Marshals, officials and visitors



are estimated to bring £345,000, giving a combined total of £444,500. With 10 national forest events running in Wales, this equates to £4.45million.

If we add Wales Rally GB, which alone creates a staggering £10million for the Welsh economy, we can reasonably conclude that forest stage rallying is worth approximately £15million a year to Wales. And that does not even take into account the promotional value of these events, some of which have a global media reach.

We hope that NRW can look beyond its balance sheet and fully appreciate these many benefits, so that there can be much more opportunity for negotiation. And while we must now accept that there will inevitably be an increase in charges, these could certainly be far more realistic and also introduced over a greater period, rather than overnight, which could potentially have a catastrophic impact upon a proud part of Wales' sporting heritage.

Your governing body will continue to seek the best possible deal but we should not be in any doubt that the immediate and long-term future of rallying in the Welsh forests is currently very uncertain.

In the meantime, we would encourage those of you voting in Wales on Thursday to contact your new or returning Assembly Member to ensure that they are fully aware of your concerns for what Wales may stand to lose.

And if you do not live in Wales but nonetheless have a stake in Welsh rallying, whether by competing, volunteering or spectating in the Welsh forests and thereby filling your petrol tanks on Welsh forecourts, eating in Welsh restaurants, sleeping in Welsh B&Bs or buying goods and services from Welsh motorsport companies, please also make sure that your voice is heard, before it is too late.

Yours in motorsport,


ROB JONES
CHIEF EXECUTIVE