

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2017



Midsummer Vintage & Classic Car Run

Sunday 25th June

AGM

Wednesday 17th May

White Horse
Trowse

8 for an 8:30 start

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

[AGM
Notice](#)

[B&H Navigational Scatter
Regs & Entry Form](#)

[Midsummer Classic
Regs & Entry Form](#)

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 17th May for the AGM

Diary Dates

Wednesday 3rd May
Management Meeting

**Sunday 7th May
Woodbridge Targa
2017 AMSC Targa
Challenge Round 2**

Wednesday 17th May
AGM at the White Horse,
Trowse

**Sunday 4th June
Wethersfield AutoSOLO
2017 AMSC AutoSOLO
Challenge Round 2**

Wednesday 7th June
Management Meeting

Sunday 11th June
Navigational Scatter

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

Sunday 25th June
Midsummer Classic

Wednesday 5th July
Management Meeting

Thursday 20th 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 7th May
Woodbridge Targa
MOD Woodbridge
nr Ipswich

Sunday 21st May
Middlewick Stages
MOD Woodbridge
nr Ipswich

Sunday 28th May
AMSC 12 Car Regularity Run
Marks Tey
nr Ipswich

Sunday 4th June
Wethersfield AutoSOLO
MDPGA Wethersfield
nr Braintree

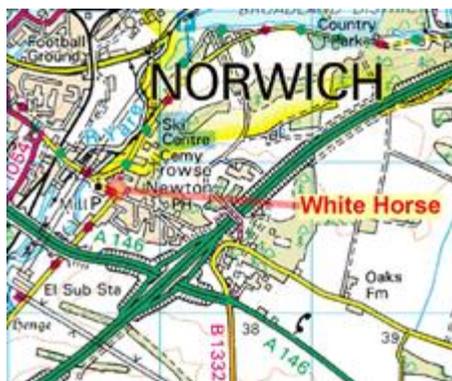
Sunday 18th June
East Anglian Classic

Sunday 25th June
Midsummer Classic

Sunday 16th July
AMSC 12 Car Regularity Run
Tivetshall St Mary
nr Diss



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



2017 Dates	Event	Champ.	Contact (s)
Thursday 19 th January	Club night		
Friday 27 th January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 th February	Club night		
Friday 24 th February	12 Car	12 Car	Mark & Lorraine Annison
Saturday 11 th March	PCA		Howard Joynt
Thursday 16 th March	Club night		
Friday 24 th March	12 Car	12 Car	Jonathan Stimpson
Thursday 20 th April	Club night		
Wednesday 17 th May	AGM		David Leckie
Sunday 11 th June	Navigational Scatter		Howard Joynt & Bernie Fox
Thursday 15 th June	Club night		
Sunday 25 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 20 th July	Club night		
Thursday 17 th August	Club night		
Thursday 21 st September	Club night		
Thursday 19 th October	Club night		
Sunday 12 th November	Car Trial		David Leckie
Thursday 16 th November	Club night		
Thursday 14 th December	Club night		

www.scon.co.uk/index.html

Chairman's Report May 2017



To make a point early in this edition of the newsletter, please make an effort and turn out for the club's

Annual General Meeting at the White Horse, Trowse

The first part of the meeting is taken by the club business stuff with reports from the club's treasurer on the finances and competition secretary on the competition side of the club, then we will open the discussion to the floor regarding the running of things in 2016 - 17 then looking forward to 2017-18.

Please come along and we will listen to you views.

Event news During the first part of 2017 we have really struggled with the clubman type of events as the airfields we would normally use have either been taken from under our feet by the armed services, or because the rental rates have gone sky high. We cannot do anything about the situation with the sites being nicked by the army etc, but the costs we have done something about. Brian Hemmings our friend has been working hard in the background with meetings, emails and phone calls to the powers that run these things and after a lot of work we have had a break though. There are some details to finalise but it looks as if we can plan for the rest of the year and then we will need to review our plans for 2018 and beyond

DCs Tostig - Targa Rally

Sunday 7th May 2017

MOD Woodbridge, Nr Ipswich

Wickford Auto Club will organise a "Closed to Club" single-venue Targa Rally at Woodbridge Airfield in association with Anglia Motor Sport Club, Middlesex County Automobile Club & Green Belt Motor Club.

Chief Marshal for the event:

John Davie - Email: marshals@middlewickstages.org.uk or telephone 01525 405521

allglass MiddleWick Stages 2017

Sunday 21st May 2017

MOD Woodbridge, Nr Ipswich

Organised by Green Belt Motor Club, Middlesex County Automobile Club & Wickford Auto Club, the event is a qualifying round of the Jelf Motorsport.com 2017 AEMC/AEMC Stage Rally Championship and, in addition, is open to members of member clubs of the ACSMC, AEMC, AEMC and EMAMC

'As you know for any rally to be successful it needs the assistance of many officials and marshals and the organising clubs are very grateful for the support they receive from the many individuals, groups and motor clubs. Of course, we will be having a cash draw for those marshals that have signed on.'

John Davie - Email: marshals@middlewickstages.org.uk or telephone 01525 405521
on-line marshal's registration and website - www.middlewickstages.org.uk

Dinner and Awards Night at Stower Grange 22nd April 2017.

If you weren't there you missed a really good night, forty plus ladies and gentlemen from the club washed and scrubbed up really well. We enjoyed a good meal and drinks before I made a fool of myself giving out the awards covering 2016 championships and the 2016 / 2017 12 car series.

Through this newsletter, I would like to say thank you to Christine, the love of my life, who did all the running around arranging the awards, and checking they were going to the right people.

To make life easier for us in the next 12 months, could you please email me any results or details of events you have taken part in or will be doing so we can keep a record of these and when it comes to the annual awards we give them to the right person and don't have to guess and hope for the best.

Closed Roads in England

As you might have seen England has approval for closed road motorsport in the future, and I know Chelmsford Motor Club are currently working on a plan for 2018.

Below is an article I fell upon through Facebook, can you imagine the newspaper headlines if this was reported on here on the mainland?

Man receives jail time for being on closed roads

A man arrested for being on closed roads has been sentenced to eight weeks in custody. 47-year-old David Seager appeared at Douglas Courthouse today after being taken in by police for committing an offence under section 2 of the Public Order Act, and being on closed roads. Mr Seager was one of four men being verbally abusive to marshalling staff who had instructed them to get back behind the barriers. He was subsequently excluded from the Isle of Man. Police hope the aftermath of this incident sends a message that anti-social behaviour towards fellow spectators and marshals won't be tolerated. Every marshal signed on for events which use closed roads in the Isle of Man become Special Constables' for the duration of their duties.

New Speeding Law From 24th April, It's Going To Be A Lot Easier To Lose Your Licence

Fines are increasing and sentencing is going to be lot harsher. Here's all you need to know about the change in the system and how it will affect you if you're caught.

New System of Banding Offences. The new fine structure is ranked into three alphabetically categorised bands, with the least severe being A and B, while the most severe is Band C. Band C fines are reserved for speeders who commit serious offences, and Band C fines carry an absolute minimum fine of 150 per cent of the offender's weekly income. It's our understanding that to be classed as a band C or serious offence is when the driver is driving excessively faster than the posted speed limit. In a 30mph zone, that means travelling 51mph or above, while in a 70mph you'd need to be travelling at least 101mph for a Band C fine. For a full breakdown of the speed limits and the different fine bands, refer to the information from the Sentencing Council for England and Wales in the table below:

Speed Limit (mph)	Recorded speed (mph)		
	Band C	Band B	Band A
20	41 and above	31 - 41	21 - 30
30	51 and above	41 - 50	31 - 40
40	66 and above	56 – 65	41 - 55
50	76 and above	66 – 75	51 - 65
60	91 and above	81 – 90	61- 80
70	101 and above	91 - 100	71 - 90
Disqualification or Points	7 to 56 days 6 points	7 to 28 days 4 to 6 points	3 points

How Big Are the Fines? The fines are to be means tested Band A fines start from 50 per cent of an offender's weekly income, while Band B fines start from 100 per cent. The most severe Band C fines have a minimum penalty of 150 per cent of the driver's weekly income; yes you read that right 150% of what you earn. So, as an example, if you earn £25,000 a year then the absolute minimum that a Band C fine will cost you is £720. This will increase or decrease depending on what your salary is, but magistrates are instructed to cap fines at a maximum of £1,000 or £2,500 if the driver happens to be caught excessively speeding on the motorway. As a result, anyone earning more than approximately £47,000 probably won't have to pay more than the maximum, leading some to claim that the sentencing changes will disproportionately punish drivers on lower incomes.

Is there any wriggle room in how much I'm fined? Unchanged is a magistrate's discretion, if you can sweet talk them and give mitigating factors then they can choose to decrease your fine but if you choose the court route be aware that if they feel your driving or attitude is inexcusable they can choose to increase it, so take legal advice, especially if you have a history of previous driving convictions. But if there are genuine mitigating circumstances. like a family emergency or you're being pursued by a road rage nutcase or if the defendant is seen to be cooperating with the authorities or pleading guilty to the offence then Magistrates could choose to reduce the fine. Best advice is to always seek good legal advice, after all most people's livelihoods depend on their driving licence so if you've messed up then any amount of legal fees are likely to be cheaper in the long run than losing your job.

Speed Awareness. If it's your first offence and you're caught just above the limit then at the discretion of the prosecutor you could still be offered the chance to attend a speed awareness course in order to avoid penalty points.

Satnavs contribute to speeding. According to new uSwitch research, satnavs and smartphone navigation systems could be causing drivers to inadvertently break speed limits and risk receiving the new higher fines. Almost four out of five drivers (78%) now rely on a satnav or smartphone to navigate the roads, with more than half (56%) using the technology to advise them of speed limits along the way. But one in six have fallen foul of relying on their satnav, with 17% saying it's given them the wrong speed limit. Almost a fifth say relying on their satnav has caused them to drive dangerously — for example, by driving the wrong way down a one-way street or making a U-turn after receiving the wrong information from their device. The majority of drivers (58%) admit they don't keep their satnav up to date, which could prevent them from providing the correct speed limits. More than half (56%) of drivers also fail to identify the correct speed limits for single and

dual carriageways. The same amount say they would be more likely to keep to legal speed limits if there were more road signs.

Warning over handheld devices. The new fines come after a recent update to rules on the use of handheld devices at the wheel, which could result in a £200 fine and six penalty points. But one in six (16%) of drivers admit to keeping their navigation devices behind the steering wheel, on the passenger seat or even next to the gear stick, risking serious penalties if they're used while driving. Rod Jones, insurance expert at uSwitch, said: "We are officially a nation of satnav junkies, but our addiction to technology is causing us to drive dangerously and risk large fines. While satnavs and smartphones are an incredibly useful tool for motorists, it is important to remember they are never a complete substitute for knowing the rules of the road. "Tougher penalties have already been introduced around handheld device usage that could mean newer drivers losing their licence after a first offence and for all drivers the penalties have increased. And drivers will be hit even harder for speeding when the new, heavier, fines come into effect. "It is important to remember not to handle your mobile phone or satnav while driving, no matter how tempting. If you need to change your route, having taken a wrong turn, find somewhere safe to park first."



*"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:



Marshals Post

Upcoming club events: Midsummer Classic

Other clubs:

Woodbridge Targa on Sunday 7th May at MOD Woodbridge (nr Ipswich) organised by Wickford Auto Club

allglass Middlewick Stages on Sunday 21st May at MOD Woodbridge (nr Ipswich) organised by Green Belt Motor Club, Wickford Auto Club & Middlesex County Auto Club

AMSC 12 Car Regularity Run on Sunday 28th May starting from Marks Tey (nr Ipswich) organised by Anglia Motor Sport Club

Wethersfield AutoSOLO on Sunday 4th June at MOD Wethersfield (nr Braintree) organised by West Suffolk Motorsport 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)



allglass Middlewick Stages

MOD Woodbridge

Sunday 21st May 2017

Dates for the Diary

It would be good to see some club members supporting these events especially the Scatter

12 Car Regularity Run

Sunday 28th May

Organised by Paul Brewerton

More information, regulations & entry form will be found on the AMSC website www.amsc.org.uk

Navigational Scatter

Sunday 11th June

Organised by Howard Joynt & Bernie Fox

More information, regulations & entry form will be found on the SCCoN website www.scon.co.uk

12 Car Regularity Run

Sunday 16th July

Organised by Ian Doble & David Bell

More information, regulations & entry form will be found on the AMSC website www.amsc.org.uk

12 Car Odds & Sods

First things first, on the previous page are plugs for three events, please support them if you can, a lot of effort goes into organising them.

Secondly a bit that all 12 car event organisers should read and take note of. Ian & I have been out on two recent events and both presented Ian with some entertaining bonus navigational 'challenges'. In the June 2016 issue of Spotlight, there are a few words publicising the OS rebranding and its possible impact on 12 car navigation, anyone interested can have a look at the article in the read again Spotlight archive page on the website.

KLDMC 12 Car running on maps 131 & 143 and rather an extreme example of why organisers need to check navigation against the latest edition of the map. Trying not to be too boring the navigation on the second section navigation used map features in the bottom right corner of 131. The relevant bit of the map is on both 131 and 143. With me so far, the last pre-rebranding editions were 131 D2 and 143 D2. All the rebranding allegedly did was add a new cover and a couple of quid to the price, so in theory the content of the latest edition of 131 should have been identical to 131 D2. Sadly, not the case for the bottom right hand corner of 131. The navigation was '**d n w h (s ↘ h) F M**' and the critical bit was the word **MARSHLAND** across grid squares 5213 thru 5613 on 131 latest edition and 143 latest and D2; Marshland across grid squares 5013 thru 5513 on Map 131 editions D1, D and C; **Marshland** across grid squares 5013 thru 5313 on 131 edition D2. Of course, Ian had a copy of 131 D1 and I had a copy of 131 latest, sadly I had also had a copy of 131 D2 in the car that was loaned it to Paul for his marshalling. We sat for ages getting nowhere, guessed (correctly!) a route but the damage was done time wise. Struggled with a circular herringbone on a later section and ran out of time so headed for the pub and an early beer.

BMCoK 12 Car Regularity running on maps 188 & 189. One of the good bits about the Regularity 12 Cars is that it is 100% pre-plot with the navigation coming out with the finals. Both Ian & I had a go at plotting the route and both had problems with the final section which used – map features! We queried it but didn't get a response, so I came up with an advanced table topping type solution which I convinced Ian was OK. Signed on and while answering a different query from Ian the organiser commented that we had the wrong route for the final section. Ian explained why and the organiser's 2010 edition of the map appeared to show a completely different set of map features. Not an issue in this case, just made the pair of us look a bit foolish as nobody else queried the navigation.

Why do you need to check navigation against the latest map? A competitor can only buy the latest edition, in the KLDMC case Map 131 edition D2 is no longer available, well perhaps I should say that it SHOULD be no longer available although you may pick up a copy from a local village shop.

Finally, what were we doing in Kent I hear you ask? Ian & I have offered to organise the second of the three AMSC Regularity 12 Car Runs running over the summer months and we went along to pick up some organising tips from Blackpalfrey Motor Club of Kent who run a Regularity 12 Car Championship. So what is a 12 Car Regularity Run? 60 miles, 9am documentation, 10am first car, 30 mile regularity, lunch break, 30 mile regularity, 2pm finish at a pub. Very civilised.

Surprised to be seeded a car 2, perhaps in recognition that this was only my second ever regularity event in either seat. First thing to do on arriving at the start is calibrate the trip against the organisers measured mile, always assuming that you have something to calibratable, we

make do with the standard speedo trip on the Golf accurate to .1 of a mile (ish). Our run showed the organisers measured mile to be approximately 1.1 Golf miles, more about that later (if I have enough space). Signed on, ate a hearty last meal, and then retired to the car to check out the average speeds and route amendments. Regularity 1 seemed very straight forward with speed changes limited to the time controls. One route amendment was an extra 2 minutes' allowance for a set of traffic lights that had appeared since the route was reced, again, more about this later. 8 minutes to get from the start to a self-start at the beginning of regularity 1. Off we tootled, my main job was to read off the distances from the trip every .1 mile so that Ian could gauge how we were doing from his speed tables, which was fine when travelling in a straight line but got a bit tricky on bends with the trip hidden behind the steering wheel and then of course there was the watching where we were going and avoiding other road users and the gear changing and the pedal pushing and the steering wheel twiddling – who said men can't multi-task? Nearly forgot the other important role, at every control or speed change the trip had to be reset, this required the car to be stopped and sticking my arm through the steering wheel to press the very small but perfectly formed reset button, usually accompanied by a toot of the horn!

Ian thought we were doing OK as we waited for the first iTC to appear although I was slightly concerned to see car 3 looming in the mirror (one of us was not having a good day!). Pulled into the first iTC, Ian was happy as he reported we were 7 seconds early which didn't seem too shabby after six miles of driving at 24mph. The next section was a bit more exciting as we met a horse & rider, a jogger, a couple of dog walkers and a tetchy Range Rover who didn't seem to appreciate being stuck behind a trundling Porsche and Golf, just before the second iTC I let car 3 pass as he did seem to be on a different schedule to ours, who was right? So far all had been going to plan and all was well in the office, but not for very much longer! We very quickly found ourselves at the traffic lights and everything went pear-shaped. We had all been given an extra 2 minutes to compensate for being held up at the lights, this turned out to be incredibly optimistic, the lights were red and there was already a queue when we arrived, Ian estimated we were held for at least four minutes (certainly long enough for cars 4 & 5 to join us in the queue). All was not lost as after a spirited bit of driving Ian reported we were back on schedule just as we pulled into the next time control, well we thought it was a time control – nobody mentioned manned passage checks (we had wondered what the secret check boxes on the time cards might be used for – well we found out!) using control boards that looked very like the time control boards. One of the most important navigator tasks at a time control is to reset the stop watch at the moment the car comes to a halt, sadly resetting the stop watch half way through a section seriously leaves you well up the smelly river without a stick! Oh, how we giggled! Wing and a prayer saw us through to the next control, including another magic moment when time stood still for us after a long stretch of A road parked up to get back on schedule which could have been a very long wait after Ian accidentally froze the watch, fairly convinced that we now had no idea how we were doing, a positive bit was that we had neither caught car 3 nor seen car 4 in the mirrors.

Could it get any worse, did we learn from the error of our ways, read on? Last section before petrol and another plus point for regularities is that each section stands on its own, so a fresh start. Short section of A road saw us well ahead of schedule and rolling into another of those pesky manned passage checks, no, we hadn't learnt, watch reset again, more giggles. Still time for the only wrong slot of the day, fortunately in the dead section between the regularity end and half way halt. Time for a well-earned cup of tea and a slice of lemon drizzle cake.

The second half went much better, much more challenging with speed changes mid-section and a re-route. We also managed to get through the manned passage check without re-setting the

watch and picked up the manned passage check located after the regularity end on the run in to the finish.

Provisional results had us 2nd o/a but we were confident that this would change. Car 10 was 1st o/a and a look at the entry list had car 10 as a 1996 VW Polo with us in our 1998 VW Golf, probably the only cars on the entry using a standard speedo trip. Sure enough the final results showed a few changes with us ending up 5th o/a and the Polo 6th o/a. Well worth the trip and we did pick up several tips.



1st o/a Archie Pelling & Phil Littlemore 1971 MGB GT

A final plug for the AMSC 12 Car Regularity Runs, why don't you have a go?

You never know, you might enjoy the experience!

Unfortunately, Ian can't make the May run but if anyone fancies a go, either driving or navigating then let me know.

Anglia Motor Sport Club



2016 / 2017 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	2 nd October	Lamarsh	ECMC
2	16 th October	Ivinghoe Aston	FMC
3	6 th November	Kensworth	FMC
4	13 th November	Lyng	SCCoN
5	11 th December	Lamarsh	WSMC
6	1 st January	Seckford Hall	ECMC
7	22 nd January	Harlton	CCC
8	12 th February	Holbecks Park	WSMC
9	19 th March	Wattisfield	WSMC
10	26 th March	Ivinghoe Aston	FMC

2017 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	23rd April	Wethersfield	WSMC
2	4 th June	Wethersfield	WSMC
3	9 th July	Woodbridge	MCAC / GBMC / WAC
4	tbc	tbc	Tbc
5	Tbc	tbc	WSMC
6	22 nd October	Debden	WSMC

For anyone needing a bit of a rallying fix over the summer break why not have a go at a 12 Car Regularity Run? The AMSC are promoting a series of three 12 Car Regularity Runs, and yes, all SCCoNies are automatically eligible to enter an AMSC event.

When	Where	Organised by
Sunday 28 th May	NE Essex	Paul Brewerton
Sunday 16 th July	Norfolk	Ian Doble & David Bell
Sunday 13 th August	Suffolk	Tony Burchnall & Nick Skuse

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

Navigationa l Scatter



Sunday 11th June 2017

Organised by Bernie Fox & Howard Joynt

ENTRIES ARE OPEN

Please, get your entries in sooner rather than later.

What is it?

It's a bit like a DIY 12 Car, start control, finish control, 3-hour time limit, a list of points to visit, a simple Treasure Hunt type clue to be answered at each point, make up your own route to get from the start to the finish within the time limit, points scored for correct answers, points deducted for being late at the finish

Can I do it?

The only navigational skill required is the ability to find your way to a map feature (church, PH, telephone box etc) in a kilometre grid square on a 1:50000 OS Landranger Map

What is a Kilometre Grid Square?

An area of the map covering 1 square kilometre defined by the area to the right and above the intersection of the blue numbers along the bottom of the map and the blue numbers up the side of the map

What do I need?

Car (anything goes, if It is taxed and insured), OS Landranger Map(s), Pencils, Watch

Entry fee £10 per car.

We look forward to seeing you on the 11th June



2017 South Suffolk Classic

The Route

The day will start at [Stonham Barns](#) and after signing on, wander over to the cafe and enjoy a free cup of tea or coffee. They will also have bacon rolls and cakes available for purchase as well as full breakfasts (if ordered in advance - details with the final instructions sent out just before the event). The first car will leave here at 9:00am.



Leaving Stonham the route winds its way east through the beautiful Suffolk countryside until we get to Leiston and the [Long Shop Museum](#). The Long Shop Museum offers fun for families, inspiring stories and feats of engineering, gorgeous designs and the Long Shop itself, a true icon of industrial revolution Britain.

Here we have arranged 2 guided tours at 11:30 or 12:15 which are free to entrants.



From here you will travel North West to [Norfolk & Suffolk Aviation Museum](#) at Flixton which has been much expanded in recent years.

In early 2014 the museum collection comprised 66 aircraft (including cockpits), and more than 30,000 smaller artefacts. 11 aircraft and 6 cockpits are displayed outdoors but everything else is on view within themed buildings for the Royal Observer Corps No. 6

Group, the 446th (H) Bomb Group USAAF, RAF Bomber Command, RAF Air-Sea Rescue & Coastal Command, and local aviation from the pioneer years to the present day.

There are also numerous exhibitions on special subjects including WWII Decoy Crews, Boulton & Paul Norwich, RAF Link Trainers, aerial photography, radio/radar/electronic counter measures, the Home Front, and Luftwaffe wreckology. Facilities include a Shop, Archive & Library, snack area (NAAFI), picnic tables, and a raised boardwalk to the river through a Willow plantation - the Adair Walk.

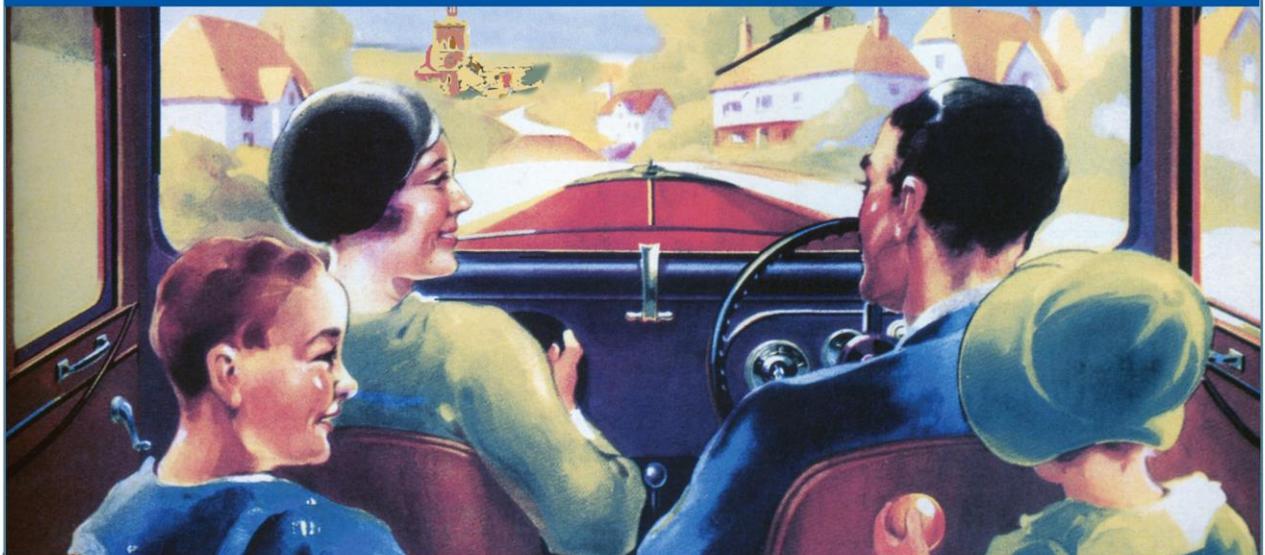
We will be joined on the day by the East Coast Pirates American Car Club, so there will be some lovely other cars to look around.

There are several places of interest which we will be passing on the run and these will be noted in the road book. Rather than have controls at these we have decided to give you the option to choose which if any you would like to look at (*or note for the future*) and decide your pace accordingly.

DISS HERITAGE TRADERS PRESENTS...

Diss
**HERITAGE
TRANSPORT
FAYRE**

SUNDAY 6TH AUGUST 2017



11AM TO 5PM
TOWN CENTRE AND THE HERITAGE TRIANGLE

DON'T MISS...

CLASSIC CAR DISPLAY
MINI BEER FESTIVAL - QUALITY STALLHOLDERS
LIVE MUSIC & PERFORMANCES - FABULOUS FOOD
EXTENDED SHOP OPENINGS - TOP NOTCH RAFFLE & MORE



**ARE YOU INTERESTED IN
SPRINTING IN 2017?**

THEN THIS IS FOR YOU!

**THE 2017 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 up to 20 rounds to choose, from March to October, counting towards the championship using venues at Abingdon, Curborough, Debden, Goodwood, Hethel, Lydden, North Weald, Rockingham, Snetterton and Woodbridge

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 McIlroy/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 scatters	36 hours	£13.00
Classic rallies/trials	36 hours	£13.00
National A&B stage rallies	36 hours	£18.65
	48 hours	£22.80
	72 hours	£30.00
International UK Stage Rallies	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 388597 or email info@jelfmotorsport.com

www.jelfmotorsport.com

Jelf Insurance Partnership



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JP-2206/1/2015

GoMotorsport

Developing club motorsport for people of all ages and backgrounds

Club Spotlight

SOUTHSEA MOTOR CLUB

The days of a mile-long Sprint course along Southsea seafront, or 'Chitty Chitty Bang Bang' competing on the Eastern Road, are long gone, but Southsea Motor Club continues to be one of the key clubs in southern England. The club organises events plus a variety of social and fund raising activities.

The South Downs Stages rally at Goodwood (organised in association with Bognor Regis Motor Club) is an early season highlight with the stages running into darkness on the iconic racing circuit. The entry list always fills very quickly as competitors seek to start their season at this well-run event.

Drivers and navigators develop through the club as it offers navigational scatters, a popular series of 12 car rallies and a navigational 20/20 rally.

Another highlight is the weekend of the Historic Trial and Sporting Trial at Langrish in March, which illustrates the diversity of club events available where members can compete and volunteer.

Southsea Motor Club has a particularly strong representation with younger members and competitors. A Production Car Autotest, run in conjunction with East Hampshire District Council in the car park



of their offices in Petersfield, started in 2014 as a Go Motorsport initiative to bring all the parties together. This is targeted at drivers in the age range 14-17. From the first event, which gave eighteen drivers their first taste of competitive motorsport, these events continue to be a highlight of the club year.

Southsea Motor Club's links with Andover College and Sparsholt College, Winchester, have proved productive, encouraging new AutoSOLO competitors and addressing the common challenge of finding venues to run events. The club has also formed an AutoSOLO sub-committee to try and find new venues and to use these events to develop future teams of organisers to run them.

An innovative approach to finding a replacement Autocross venue will see the Club run its 2017 event on the Isle of Wight, with support from the Isle of Wight Car Club. This 'offshore' trip will be a special weekend for competitors in the Southern Counties Autocross Championship as well as giving islanders the chance to take part.

The Club's recent awards evening, the first in a new standalone format, saw a strong attendance of competitors and volunteers recognised for their efforts and achievements in 2016. The presentations culminated with the presentation of the Maybury Trophy for the best overall driver. For the first time since its inception in 1938 this magnificent trophy went to a lady driver, Jo Williams.

Go Motorsport Regional Development Officer, Andrew Bispington, who helped present the awards said "The evening was fantastic from my perspective as the winners covered such an age spectrum across the club with lady winners well represented too."

"Southsea Motor Club never seems to stand still. It's been developing and innovating every year and thoroughly deserves the success it's seeing. I'm confident it will continue to think about where it wants to go and plan for that success; sustaining itself as a vibrant energetic club."



Club Development



WEST SUFFOLK MOTOR CLUB

West Suffolk Motor Club ran events from national to club level for over three decades, but by the turn of the new millennium they found that activity levels and membership numbers were becoming lower and finding officials and marshals for events was becoming tougher. The club ran car trials, which while successful were not attracting newcomers or the younger generation.

The club recognised that a new approach was needed, and started talking to other clubs. WSMC found that they weren't the only club facing challenges, and it was agreed that clubs within the region would work together to form the Anglia Motor Sport Club. Each club would remain autonomous, organising their own events and operating independently, while working together to promote events and support with volunteers. The group focused on club level grassroots events, such as car trials, autoSOLOs and autotests.

In the four years since AMSC was formed West Suffolk Motor Club's membership has tripled. WSMC run events, with the support of other AMSC member clubs. If you go to any AMSC event you are certain to find West Suffolk MC members competing and volunteering too. When someone new turns up to an event, they are asked "where do you live?" and directed to the most appropriate club in the region as well as being introduced to any members there. The clubs all recognise the need to work together for the good of sport and not just to boost an individual clubs' membership numbers; the latter is simply a benefit that has been found through increased co-operation and promotion.

West Suffolk MC have also used social media to their benefit. They use social media to publicise their events and encourage people along whether as a spectator, competitor or volunteer. WSMC run a number of social evenings during the year, covering topics such as how to use social media, rally navigation, rally timing and use

of and fitting FHRs. Quiz nights (including against other clubs) and talks also form part of their social calendar.

West Suffolk MC have created a promotional video for car trials to demonstrate the discipline, as well as regularly attending "non motor sport" events in the local area. The club website has also been redeveloped, and now gives people the chance to enter all events electronically.

On club events West Suffolk MC appoints assistants to key roles such as the Clerk of the Course and Secretary. This gives people the opportunity to learn more about what is involved and helps train new potential volunteers for the future.

West Suffolk MC plans to continue working within the region supporting clubs. Seeing event and membership numbers increase, plus more motor sport activity within the region is all testament to the work of West Suffolk MC, AMSC and other clubs in the region.



Spotlight...

Leanne Ritchie



What or who inspired you to get into motor sport?

My Dad! My Dad started off as a marshal, moved into radio as a radio operator and is now a member of the SMMC rescue units. I used to attend rallies with him when I was young and took my inspiration from there. Although we are now in different areas of the sport – we're keeping it in the family.

Brief volunteering history to present

I started off as a marshal, usually in the same locations as my dad was running radio car and quickly moved into operating the radio myself, and worked up to getting my own radio call sign. I then became a radio controller and started taking on the communications officer's role on some events. Currently I am Communications Officer for the Grampian Stages, Granite Stages at Leuchars and the Mull Rally. I am also a member of the HQ radio comms team on Wales Rally GB. When I am not busy with all that – I assist at MSA marshals training days as a trainer.

What's the best thing about being a motor sport volunteer?

Getting to do what you love, along with likeminded friends. You become part of the motorsport family and that is a privilege.

What piece of advice would you give to a new volunteer?

GO FOR IT! Don't put it off! Join a club and get in touch with them to make sure you get all the support and training you need. You won't regret it!

What's your day job?

I am in the process of returning to practice as a Midwife! I have experience in lots of areas though such as Competence and Training for oil and gas as well as car sales.

Which motor clubs do you belong to?

Scottish Motorsports Marshals Club (SMMC) and Aberdeen and District Motor Club (ADMC)

What role(s) do you volunteer in?

Rally Marshal, Radio Operator, Radio Controller, Chief Communications Officer, MSA Trainer, MSA Training Co-Ordinator

How long have you been volunteering for?

I have been volunteering for as long as I have been old enough – so 13 years! I have been doing radio for 13 years and obtained my radio controllers licence in 2013. I have been an MSA trainer and training coordinator for just over a year.

GoMotorsport.net
Get moving. Get involved

Bringing newcomers to the sport



to organise auto solos on the university's car parks, plus running two cars, one in the Junior BRC and all students are getting very involved with the sport but also have plans to start moving into training for scrutineers and timekeepers.

There are a number of ways to start competing reasonably cheaply and using cars with very limited modifications and these include Autotesting, Autosolos, Autocross and Road Rallying and with these entry level sports standard cars are encouraged. Autotests and Autosolos are usually run on sealed surfaces, usually carparks and create good car control and for the spectator a very good days' entertainment, Autocross are usually run on Stubble fields therefore tend to be seasonal and cars run against the clock singly or in pairs and are also a great spectator sport.

So, all of these make great family entertainment and a great way to start motorsport and for more information on all motorsport got to the Go Motorsport website <http://www.gomotorsport.net/>

Or contact your local Go Motorsport RDO.

GET INVOLVED

What can I compete in? What does it cost? These are the two main questions asked by prospective motorsport competitors.

While that is usually the way people see the sport, we need to show them that being a competitor is only a small part of it and that the rewards can be very satisfying in organising or volunteering.

To layout the opportunities that are available to newcomers to the sport we should be advising people to join their local motor club.

The club should then advise the new member of the journey they can have through the sport and my advice is start by becoming a Marshal, register with the MSA in your chosen discipline Race or Rally, this will then open many doors for the newcomer and will start them on a journey making good friends as they go along.

Once involved with a club and marshalling other doors will open from event organising, becoming scrutineers, timekeepers, or rescue and recovery.

Many people stand back at events and spectate, especially younger people, but they may be in further education at colleges or university's taking motor vehicle or motorsport courses and these are the people that clubs should be targeting.

I recently worked with a local university and helped get approx. 27 students through the Rally Marshal registration, then gave some basic training and a briefing so that they were ready to assist on the Cholmondeley Stage on Rally GB in November, which they all enjoyed - dealing with the regroup and the GRP B cars.

The spark was ignited and they have started working with a local motor club



MSA Motor Sport Development Fund in the South



The MSA Motor Sport Development Fund (previously the Club Development Fund) exists to support motor clubs in a practical way, by providing grants to part-fund key development activity.

This financial element supports a club's development plan, often engaging the active support of the local Go Motorsport Regional Development Officer, so do seek their help.

A club needs to understand:

- Where it is now?
- What it wants to achieve?
- How to get there?

Once a club understands these things it'll be in a strong position to plan its actions, commit its own funds and to demonstrate a strong case for grant funding too. This can be about activities such as making safety improvements to existing venues or activity to recruit more members.

Bath Motor Club and Devizes and District Motor Club worked together to make repairs to the Kemble AutoSOLO venue, where a surface joint was breaking-up, causing a step to develop in the surface. Their application was strengthened by having a long term hire arrangement with the venue owner and shared use of the facility between clubs. Their application was successful and resulted in an improved venue as pictured last month.

Bournemouth and District Car Club had a second-hand display trailer that was used extensively. Club members used this as a base at many public events in the south, often car related but not directly motor sport. They have used it successfully as a base to talk to potential new members from a wide range of backgrounds and interests and introduce them to the Club.

It proved so useful they wanted to replace it. The club reinvested income from events and combined this with grant funding to buy a new trailer, which is now being sign written for the 2017 season.

Full details can be found on the MSA website at <https://www.msauk.org/Resource-Centre/Clubs-Organisers> where application forms (including an online form) and a guidance document covering the fund are available. If your Motor Club would like guidance with any applications please contact your Go Motorsport Regional Development Officer whose contact details can be found at <http://www.gomotorsport.net/contact>

MSA Motor Sport Development Fund in the South West



twitter feed

Steve Milward [@stevemilward](#) **Apr 9** Great teamwork from all the Marshals and the officials, proud to have been part of it [@ThanksMarshal](#) [@MSAUK](#) [@BMMC_UK](#)

Mike Cole [@mcole7617](#) **Mar 25** Huge [@ThanksMarshal](#) to all who supported [@BristolMC](#) [@CastleCombeUK](#) today. Special thnx to those who dealt with the major incidents.

Matt Edean [@MattEdeanRally](#) **Mar 25** [@ThanksMarshal@BristolMC@CastleCombeUK](#) thanks to all the marshals and organisers for their work today.

Eddie Kelly [@eddiekelly69](#) **Apr 11** Without marshals, there is no motorsport. [#thanksmarshal](#) [#doingitorange](#) [#orangearmy](#) [#mysmrc17](#) [@SMRC4](#) [@krcircuit](#)

Daz Hindle [@DazHindle](#) **Apr 9** In place at Junction 6 for today's [@MSNRallyChamp](#) at [@CadwellPark](#) - it's going to be a good day! [#thanksmarshal](#)

Somerset Stages [@somerseststages](#) **Apr 8** THANK YOU to all the volunteers who have given up their valuable time to help us run this years event!

RallyNorthWales [@RallyNorthWales](#) **Apr 1** A huge thank you to all marshals & officials for helping us run a safe & successful [#RNW17](#). We couldn't do it without you! [#ThanksMarshal](#)

[@ThanksMarshal](#)

With the ever evolving world of motor sport comes an inevitable cost burden to the organising Motor Clubs involved.

Such costs can be unavoidably imposed as a result of necessary regulation changes requiring the upgrading of existing, or the purchase of new, equipment such as safety signs, stage furniture or simply the replacement of traffic cones (for instance) that may have seen better days.

Following a successful application to the Club Development Fund (recently relaunched as the MSA Motor Sport Development Fund) Camel Vale Motor Club were able to purchase orange netting, road pins, barrier tape, and signage in order to allow for compliance with the new regulations for stage rallies. The new equipment was employed on the Co-Promoted Boconnoc Motor Sport Carnival Stage Rally and has been a welcome addition to the existing equipment provided by the other Motor Clubs supporting the event.

It is great to see that, although the new purchases are obviously the property of Camel Vale Motor Club, they are supporting other clubs in the region by giving access to the new equipment in the support of such joint events as the Boconnoc Motor Sport Carnival. Such support is encouraged and reflects well in applications.

One of the rules for funding under this scheme is that at least 50% of the project cost is being covered by the applicant with different funding opportunities available depending on the funding stream applied for.

Full details can be found on the MSA website at <https://www.msauk.org/Resource-Centre/Clubs-Organisers> where application forms (including an online form) and a guidance document covering the fund are available. If your Motor Club would like guidance with any applications please contact your Go Motorsport Regional Development Officer whose contact details can be found at <http://www.gomotorsport.net/contact>