

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

January 2018



HAPPY NEW YEAR

January Natter & Noggin

White Horse

Trowse NR14 8ST

Thursday 18th January 2018

Guest Speakers: Peter & Allison Cotes

More motoring tales of adventures in a
Lotus Elan

Most recently tackling Route 66

8 for 8.30

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

[Happy Egg 12 Car
Regs](#)

[Snetterton Grass PCA
Regs](#)

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 January for an evening with Peter & Allison Cotes

Diary Dates

Monday 1st January
Seckford Hall Car Trial
Eastern Counties Motor Club
2017 / 2018 AMSC Trials
Challenge Round 5

Wednesday 3rd January
 Management Meeting

Thursday 18th January
 at the White Horse, Trowse
 Guest speakers
 Peter & Allison Cotes

Sunday 21st January
Harlton Car Trial
Cambridge Car Club
2017 / 2018 AMSC Trials
Challenge Round 6

Friday 26th January
 12 Car Round 4
 Happy Egg

Saturday 3rd February
 Snetterton Grass PCA

Wednesday 7th February
 Management Meeting

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

Friday 23rd February
 12 Car Round 5
 Canada Garage Motorsport

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.

Monday 1st January
 Seckford Hall Car Trial
 nr Ipswich

Saturday 6th January
 Mercury Trophy
 Inter-club 20 / 20

Saturday 20th January
 Brands Hatch Winter Stages

Sunday 21st January
 Harlton Car Trial
 nr Cambridge

Friday 26th January
 12 Car Round 4
 Happy Egg

Saturday 3rd February
 Snetterton Grass PCA

Sunday 18th February
 Snetterton Stage Rally

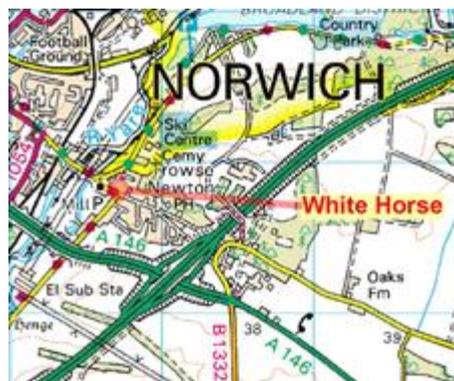
Friday 23rd February
 12 Car Round 5
 Canada Garage Motorsport

Thursday
18th January

Guest Speakers:

Peter &
Allison Cotes

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



2018 Dates	Event	Champ.	Contact(s)
Saturday 6 th January	AMSC 20 / 20		Martin Newson
Thursday 18 th January	Club night		
Friday 26 th January	12 Car	12 Car	Gordon Shipley
Saturday 3 rd February	Grass PCA		Howard Joynt
Thursday 15 th February	Club night		
Sunday 18 th February	AMSC Stage Rally		
Friday 23 rd February	12 Car	12 Car	Mark & Lorraine Annison
Thursday 15 th March	Club night		
Friday 23 rd March	12 Car	12 Car	Jonathan Stimpson & Rob Kitchen
Thursday 19 th April	Club night		
Saturday 21 st April	Annual Dinner & Awards Evening		Peter Riddle
Thursday 17 th May	AGM		David Leckie
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 19 th July	Club night		
Thursday 16 th August	Club night		
Thursday 20 th September	Club night		
Sunday 30 th September	AutoSOLO		Martin Newson
Thursday 19 th October	Club night		
Thursday 15 th November	Club night		
Sunday 18 th November	Car Trial		David Leckie
Thursday 20 th December	Club night		

www.scon.co.uk/index.html

CONGRATULATIONS

Howard Joynt

Winner of one of the JLT MSA Club and Volunteer of the Year Awards 2017

and the reaction from Howard

As usual when I am at work my phone is left on the Van. I pick it up and notice a missed call I don't recognise, and a Voicemail.

"Hi Howard, this is Jenny from the Motor Sports Association, could you give me a call back please" says the cheery voice.

Oh bugger, now what, is my first thought, having only recently had a real struggle over the Permit for the Charity Fireworks Day at Snetterton.

"Hello Howard, don't worry, you're not in trouble" was thankfully the response I get when I call back.

She then went on to ask me what I knew about the MSA Annual Awards, and the teaser that she suspected something had been going on behind my back, and then cutting to the chase that I had actually won. This was met with total disbelief, and the retort "Is this a wind up" by me. "No, I know it's the 1st December, but definitely isn't April 1st" came the response. However, to add to my doubts I was then asked not to tell anyone of my news until I had been given the go ahead! Thankfully that came in time for me to announce the outcome at the Committee Meeting the following Wednesday.

I would obviously like to thank the Committee Members, particularly Peter, whose eloquent proposal I am sure won the day, rather than my actual activities, for their support, and have to say that I can think of SCCoN members who are just as deserving of recognition, so it is certainly worth the effort of participating.

I am really looking forward to the Awards Night at the RAC in Pall Mall, and will post an update in the next Spotlight.

Thanks again all, Cheers Howard

Snetterton Grass PCA

Saturday 3rd February 2018

Originally scheduled for Sunday 10th December 2017



REMINDER THAT ENTRIES ARE OPEN

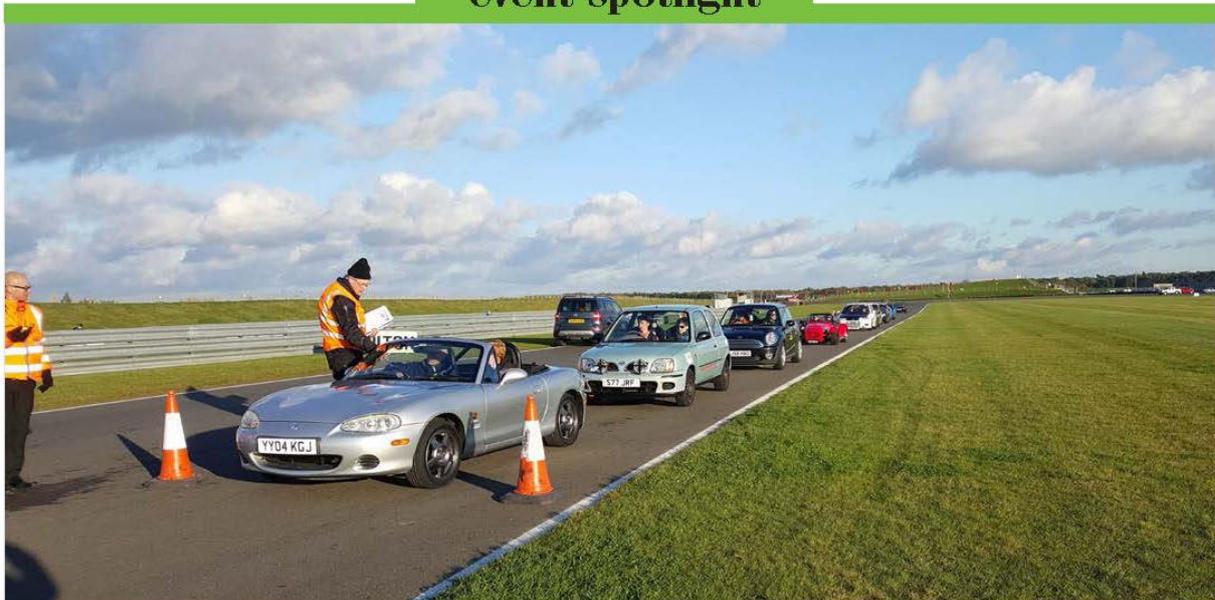
THE MICRA FLEET IS READY AND WAITING FOR ANYONE TO USE



DON'T BE SHY – GET YOUR ENTRY IN

GoMo

event spotlight



JOHN CONBOY, EAST RDO, REPORTS ON A RECENT CHARITY EVENT AT SNETTERTON

The Sporting Club of Norfolk helped Snetterton Circuit raise £7500 for the East Anglian Children's Hospice (EACH) last month (5 November).

The club offered AutoSOLO passenger rides to the public and a set up Targa course on Snetterton's 100 circuit using members' cars.

Local motor clubs joined forces and provided 22 cars for use throughout the day, with everything from Nissan Micras to a full rally prepared Ford Puma and BMW Mini.

Alongside the cars club members assisted with signing on, marshalling and timing duties. They also provided club stands and displays where people could come along and chat to members about club activities and getting involved.

The circuit provided all round entertainment including a winter fair, playground rides and owners club displays. There was also the opportunity to ride your bike on the circuit.

During the afternoon approximately 175 passengers were thrilled by the club drivers as they were driven round the course, collecting £400 towards the overall total of £7500 raised on the day.

After the sun set attendees were treated to a fabulous firework display, a fitting end to a most enjoyable day.



HAPPY NEW YEAR FOLKS

As you read this I think it will be 2018 already, where do the years go?

This year has been extremely busy with work and play. The car club has been busy too. We have been involved with our friends in the other local clubs running and taking part in over twenty events including Autosolos, Autotests, Trials, 12 Car Regularity Rallies, 12 Car Navigational Rallies, 20 / 20 Navigational Rallies and the successful running of a Rally at Snetterton amongst other things. A busy year I think!!!!

2018 will bring more of the same really.

This is me now asking for your help this year, if you were out last year, thank you. If you were not out last year why not have a go this time, first of you will not be alone we will help training should you want to marshal or compete. The advice is free, and we be able to guide you the very beginning until you are the champion on your chosen discipline

We have three rather big rallies in the first four months of 2018

Saturday 20th January 2018

Chelmsford Motor Club will organise a National B Permit Multi Use Special Stage Rally at Brands Hatch Circuit. The event will be known as the 'MGJ Engineering Brands Hatch Winter Stages' and is the 4th round of the Motorsport News Circuit Rally Championship.

Sunday 18th February 2018

Anglia Motor Sport Club will organise a National B Permit Multi Use Special Stage Rally at Snetterton Circuit. The event will be known as the 'Snetterton Stage Rally' supported by G&B Finch Ltd., Hylton Gott Ltd. and Rix Engineering Ltd. and is the 5th round of the Motorsport News Circuit Rally Championship.

Sunday 22nd April 2018

Chelmsford Motor Club will organise a closed road stage event, the Corbeau Seats Rally Tendring & Clacton. More than 3 years of behind the scenes work from a small but determined team has led to this point. Chelmsford Motor Club could not have got this far without the help of fellow rally experts from around the UK. Essex County Council, Tendring District Council and the Motor Sport Association (MSA) have all been pivotal to the progress. The rally will be based on the Western Esplanade in Clacton with the special stages spread across the Tendring peninsula. There will be three loops of five different stages, 15 stages altogether, totalling approximately 45 stage miles and 100 road 'link' miles. As part of the authorisation process the MSA, governing body of UK motorsport, has issued an Event Organising Permit. A Motor Race Order application has subsequently been made to Essex County Council Highways Authority.

Plus, the final 5 rounds of the 2017 / 2018 AMSC Trials Challenge

1 st January	Eastern Counties Motor Club
21 st January	Cambridge Car Club
11 th February	West Suffolk Motorsport Club
18 th March	West Suffolk Motorsport Club
15 th April	Falcon Motor Club

**IF YOU NEED TO KNOW ANTHING ABOUT ANY OF THE ABOVE
EVENTS PLEASE CONTACT ME, MARTIN NEWSON
EMAIL cjnewson32@yahoo.co.uk or PHONE 01502 716280**

The Association of Eastern Motor Clubs

**in conjunction with
Volunteers in Motorsport & Go Motorsport
is pleased to announce a
RALLY MARSHALS' TRAINING DAY**

Saturday 3rd February 2018 Cambridge Regional College

This year we are changing the format of the day

In the morning everyone, apart from New Marshals, will have a combined session looking at the core modules. New Marshals will have a day-long session of their own.

In the afternoon those who are attending to maintain their grade will look at some scenarios and then head home.

Those wanting to get modules signed off to upgrade their registration will be able to attend specialist sessions.

Remember that to retain your Marshalling Grading you should receive formal, accredited training at least every other year. Training will be by MSA licensed training instructors.

Signing-on opens at 08:30 for a prompt 09:00 start.

The training will end by 16:00.

Please apply via the online application form at <http://aemc.org.uk/MarshalTraining> which will ensure we have all necessary details.

If this is impossible then please phone Clive on 07860 461670.

Early application is requested so that we know how many are coming and which training streams are required so that we can cater accordingly.

This year we are again going to feed you from a visiting Fish & Chip Van - "free"



"When Reliability Matters"

Norfolk Classic and Sports Cars was born from a lifelong passion for motor sports 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 Robert has travelled many of the routes and first-hand experience of the problems encountered by classic vehicles on this type of event.

The company also carries out restoration work with workmanship undertaken to a meticulous standard. You can see some of our clients' cars in the Galleries section of our website at www.norfolkclassiccars.co.uk. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of events for which Robert has provided mechanical support.



			
	Title	Revision Date	Edition
131	Boston & Spalding	Feb-2012	D2
132	North West Norfolk, King's Lynn & Fakenham	Mar-2011	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	Jan-2014	D3
134	Norwich & The Broads, Great Yarmouth	Dec-2012	D3
143	Ely & Wisbech, Downham Market	Jul-2014	D2
144	Thetford & Diss, Breckland & Wymondham	Nov-2012	<u>B3</u>
154	Cambridge & Newmarket, Saffron Walden	Aug-2012	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	Nov-2013	D3
156	Saxmundham, Aldeburgh & Southwold	May-2013	B3

Marshals Post

Upcoming club events: Happy Egg 12 Car, Snetterton Grass PCA, Canada Garage Motorsport 12 Car

Other clubs:

Seckford Hall Car Trial on Monday 1st January at Seckford Hall (nr Ipswich) organised by Eastern Counties Motor Club

Mercury Trophy 20/20 Rally on Saturday 6th January organised by Chelmsford Motor Club

MGJ Brands Hatch Winter Stages on Saturday 20th January at Brands Hatch Circuit organised by Chelmsford Motor Club round 4 of the Motorsport News Circuit Rally Championship

Harlton Car Trial on Sunday 21st January at Harlton (nr Cambridge) organised by Cambridge Car Club

Further information (if any) available from Martin Newson on 01502 716280 – 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)



Chelmsford Motor Club

MGJ Brands Hatch
engineering Winter Stages
Saturday 20th January 2018

Supplementary Regulations

The Jelf Motorsport.com 2018 AEMC/AEMC Stage Rally Championship
The 2018 Hamilton Classics ACSMC Stage Rally Championship

PROTYRE MOTORSPORT VITAL EQUIPMENT MICHELIN MSVR

MOTORSPORT NEWS **CIRCUIT RALLY CHAMPIONSHIP**
IN ASSOCIATION WITH MSVR

The poster features a central photograph of a white Swift rally car with various sponsor logos (including smartfi.co.uk, PSY Global.co.uk, and MSVR) on a rally track. The background is blue with white and yellow text.



www.snettertonstagerally.co.uk

www.amsc.org.uk

SNETTERTON STAGE RALLY



18th February 2018

The event is a qualifying round of the following championships:



The Motorsport News Circuit Rally Championship in association with MSVR,
The Jelfmotorsport.com AEMC/AEMC Stage Rally Championship

MARSHALS - PLEASE REGISTER ONLINE

<https://form.jotform.com/73090824858970>

Once registered, if you need to change any of your details please contact Martin Newson.

Preston

Various Artists

Fingers crossed, hopefully this report will include some memories and photos from the local crews featuring at the sharp end of the results, this is just a scene setter from the accidental member of 'Team Peterson (see below).



From left to right; car: 60 Mark Peterson & Simon Bartholomew, car 44: Neil Peterson & Will Brown, car 37: John Peterson & Percy (is my bum really that big!). Why accidental? All I need to say is that at 5:30pm I was just about to start cooking tea for Mrs DB when I had a phone call from John who was just about to join the queue for noise when he discovered that he was a navigator short of a full set, I'm fairly certain that I haven't paid the full price yet! Other local crews out and about; car 2: Owen Turner & Rob Henchoz, car 7: Rob Kitchen & Ed Rutherford, car 8: Mark Banham & Matthew Smalley, car 15: Craig Bellworthy & David Smalley, car 16: Jonathan Stimpson & Brian Cammack, car 28: Dale & Andrew Lawson, car 39: Peter Riddle & David Leckie, car 47: Andrew Scott & Tony Hewitt, car 49: Mick Beauchamp & Len Fletcher, car 59: Harvey Steele & Amy Henchoz and car 63: Neil Kerry & Rob Palmer.

More scene setting, from the Final Finals, notes for the sections that mattered.

3 Park Farm: Two short QZ's and 2 DIPS, remember QZ means DIP lights as well. 2 cautions for tight sections between trees.

5 Herringswell: Start is very wet and muddy, keep right BUT NOT IN THE FIELD EDGE, it is sown. There is a 45 left before a narrow bridge (no sides) and deep water on offside. Big hole

beforehand in braking zone will unbalance car before corner. Plan to have a safety control between hole and corner so approach that you can stop.

7 Kentford: No specific issues, includes a safety section for the really rough white.

9 Swales: Very muddy but mostly hard underneath except where you go down side of pig field. Care when exiting onto yellow after finish.

11 Bay Farm: Uses maize stubble fields but firm underneath.

13 Feltwell: Has short yellow section quite early on so public will be using road. Has DIP as you approach the junctions on yellow.

15 Methwold: Has the roughest whites on the whole route, and I mean rough. Start is very tight between trees/bushes, safety section along public yellow.

17 Ickburgh: Observe no surface damage alongside two houses where the track is maintained, also in the forest no surface damage where you cross a main track and then next junction where marked as recent track repairs not yet settled. Will be observed by FC staff.

19 Didlington: Forest with recent harvesting/logging activity, route amended yesterday due to track damage. Some big log piles very close to track edge.

21 Foulden: New forest for 2017, no specific issues.

23 Cockley Cley: All public whites and yellows. Was originally going to link to private land at South Pickenham Estate. Has two QZ's and two SGW's, will be observed.

25 Thompson: New for 2017. Has a very narrow bridge to enter start control. Has a bit of everything, stubble field, tracks some rough some smooth, bit of yellow and some Forestry.

27 Great Plantation: Major changes after rain etc affected rolled track so shortened and new start. Has a rolled field edge to use.

29 Harling: No specific issues, does include small yellow and public white plus a safety along a fast yellow.

31 Bridgham: Starts with short QZ and cautions over two narrow bridges with deep water on offside, will be observed. Has a safety to get you across the A11.

33 Wretham: Amended after set-up yesterday, no specific issues.

35 Croxton: Fast approach to finish control so route check just before. No surface damage when stopping.

37 Euston: No specific issues.

39 Fox Pin: No specific issues.

41 Culford: New for 2017, uses big stubble field, should hold up.

43 Ingham: No specific issues.

45 Kings East: Tight to get in and out but section is good, no surface damage on corners when crossing maintained tracks.

47 Dukes Ride: First 50m very rough.

49 Summerpit: Very sandy in places and power sapping, avoid hydrants, do not enter or cut corners.

And finally, that all adds up to a total of 167 miles with 4 legs, 24 competitive sections and 99 competitive miles.

Our event, started off to plan with the only 'slight' issue being lights limited to main beam or main beam and spots, fixed at second petrol. The navigation was fairly idiot proof with arrows pointing the way at all slots leaving public roads, and even some very helpful ones on the private land, with 'gate' arrows on the fields, although not 100% idiot proof for car 37, lured into missing a slot right on Swales following car 38, sadly the scene of a similar boo-boo a couple of years ago leaving the section after marshalling! Also, very lucky to get away with minimum time loss on the unbelievably slippery slot right towards the end of Bay Farm, car 36 stuck going nowhere provided enough warning. I have a feeling it was at the end of Foulden that I made my first rookie mistake of the night, I don't usually enter an event without reading the regs but this time I hadn't, and I forgot that on the Preston all penalties are time rather than fails (5 minutes for a board and 30 minutes for controls). Overall, I did think that the format of the event was very competitor friendly, the one thing I didn't like were the code boards hidden at 90 degrees behind control boards, one of my bodily function problems, after many years of abuse, is the inability to twist my neck more than about 45 degrees making me less than useless at trying to read the boards. Why? Code boards are meant to be proof of following the correct route, not a sadistic tortuous contortion for wrinklies. Plus, stopping to read a board is fine for the top boys, not so fine for car 60 where any extra stops may end up permanently parked stuck in the mud. Back to the story, drove past a code board, with a car up John's chuff, without reading it, quick look at the map showed an extra loop would give us another go, thinking the penalty would be a fail I opted for the loop, in the grand scheme of things a 5 minute penalty would have been acceptable, hence the rookie mistake, the extra loop probably added 3 minutes.

Still running to plan at second petrol in Watton. A chance to fix the lights and get back on schedule. Have to say that the timing was very fair, in previous years anyone running outside the top 30 faced a continual battle to stay within lateness as OTL loomed, usually through no fault of their own, just a knock on from earlier cars dropping time. This year, even with only 5 minutes recovery at first petrol, most sections were started on our scheduled minute, this does make things easier and also gives the opportunity to let quicker cars running behind overtake in the queue without worrying about OTL The first section after petrol, Thompson, was interesting as it used a white used on a Howard & Bernie 12 car a couple of years ago and then finished off on Abrey land familiar to marshals on The Stubbler (see Spotlight October 2015). The next section, Great Plantation, saw the fat lady being given an early call as we went wide and beached, possibly only a couple of yards off the rolled field edge but well and truly stuck. Summoned the recovery 4x4

and waited, time ticked by and we were probably sat for 20 minutes before the recovery truck towed us out. Ran to the end of the section, wasn't going to take a time but did when I discovered we still had all of 43 seconds lateness left. OK, 4 sections to go to petrol, not even in my most optimistic dream was there ever any chance of making it to petrol without cutting, but it was an interesting challenge. OTL at the end of Harling, made it to the start of Wretham with a couple of minutes to spare but suffered at the hands of a marshal who didn't know what he was doing, 99% of the marshals were spot on, it was just unfortunate to meet the 1% at that point, all I wanted was a time on my card, but no we had to wait in the queue until we got to him and absolutely no way was he going to let more than one car start on a minute. Cut the whole section and drove to cut to Croxton and then onto third petrol and back onto our scheduled minute for the start of the final leg. Frustrating at the time, but not anything to fret about, it was our own fault that we were in that position and absolutely no point in taking it out on a guy who had spent the evening standing out in the cold. Steady run to the finish and no more dramas.



Thanks to Andy Manston for the photos, the one above taken at the end of Foxpin (I think). Team Peterson all finished, Neil & Will 25th o/a (and a pot for 3rd Novice), John & Percy 34th o/a and Mark & Simon 38th o/a.

Also, one or two familiar faces were spotted marshalling, again apologies to those I haven't mentioned: Nick W, Marcus K, Chloe H, Alan S, Trevor A, Dan P, Tony B, Brian M, John D, Ian R, Kevin P, Richard F, Danny W.



The One and Only (Preston Rally) 2017

Many crews have had a kind of love affair with the Preston Rally for many years. I cannot claim to be one of them, though I have done the rally several times over the years. The first time was in 1978 driving a standard Honda Accord and we won an award for the highest placed standard saloon. Can you imagine trying to do that in 2017, the Preston in a standard car!

Having just checked on the Chelmsford M.C. web site I am surprised to learn that 1978 was the first running of the Preston. I know that I have been on the entry list a few times since then, but I'll save you the history lesson and myself the necessary research. Jonathan also has "some previous" when it comes to the Preston, but as a navigator gaining some excellent results with Mark Banham which include second overall on two occasions. In 2016 Jonathan and I did a 12 car rally together and we got on OK; he can drive a bit and I can navigate a bit. The Preston hadn't really been on my radar but the coverage on social media last year got me thinking and as I was in touch with Jonathan at the time, who was taking a family enforced sabbatical; the seed was sown for 2017. However, it wasn't long before Chelmsford M.C. released their plans for the "One and Only, Complete Rally Services" Targa Rally and we decided that it would be a good shakedown and practice for this year's Preston.



One way or another most things were shaken down and it took Jonathan the next three months to refettle the 106. Some of you will know that there is photographic evidence of continued refettling in the car park before we went to eat, pre-Drivers Briefing at the Little Chef. Fortunately for us that was the end of any major mechanical issues and with one exception we had a clean run on the tests.

The start of Test 1 saw us on one of the few concrete roads used during the night, though it was covered with mud which led to our novice like, massive overshoot at the first junction; right in front of Andy Manston. Still no damage done, and it was unlikely to matter come breakfast time. Our times over the first three tests were between 10th and 20th but consistently around 30 seconds slower than the fastest. Our only issue had been a splash guard which protects the auxiliary belt. The force of water had made it come lose and Jonathan decided to lie in the mud and reattach it; I stayed in the warm, dry car.

The next test was Feltwell and we woke up, setting equal 2nd fastest time. If I remember correctly this was a slightly smoother test which actually included a stretch of yellow. Methwold was next and we started in the same way, catching two cars in the first few miles. Unfortunately, we then hit a nasty hole and ground to a halt with no electrics. The master switch, which is in the boot had parted company from its bracket, but it was soon reassembled by Jonathan and we were back in the game. Unfortunately, both of the cars that we had passed were now in front of us and we followed them to the end of the test.



Not being familiar with the test and without the test diagrams my memory is a bit sketchy but Ickburgh has no specific memories for me, unlike Foulton which came next. Some of this was on the old airfield, smooth and fast and gave us our one fastest time of the night. Cockley Cley was also fast and would lead us into the second fuel halt. Unfortunately, it was a bit too fast and the first 37 crews cleaned it.

We had a bit more time at this halt and for me, coffee and chocolate were the order of the night. Jonathan gave the 106 a look over and decided that the cooling system would be more efficient

if he blasted some of the mud out of the radiator. Results from the first Time Card were on display and we were happy with our 8th place though we suspected that we might have slipped a bit between fuel halts.

We were quite consistent over the next few tests, Thompson, Great Plantation, Harling, Bridgman and Wretham. If my memory is correct then it was one of these that used the “white” alongside the A14 and I had that feeling of “deja vu” as Jonathan had the Pug on the bump stops whilst trying to drive in a straight line. I remember doing the same thing on the same “white” in Nick Bird’s Mk11 some thirty odd years ago.



The next test, Croxton was probably my favourite of the night. Some proper forest roads and some accurate navigating to be done. We were also into a good groove, setting some consistently good times well inside the top ten. The next memory was of Foxpin, probably the roughest of the night and hard work for Jonathan as he had by now given up on third gear as opposed to holding it in gear whilst trying to steer with one hand. Stopping at the control board also proved interesting as the car pivoted through 90 degrees and we came to rest with the spot lights resting against a fallen tree.

It was about to get tougher as he also lost fourth gear and the clutch started to slip in Dukes Ride. One to go, Summerpit; would we make it home? We dropped about two minutes over the final two tests and as I would learn later, fourth place also slipped from our grasp. Still, we were not aware of that at the time and were just happy to have made it back to the finish and breakfast.

In the marquee we joined other KLDMC members, Mark & Mathew, Rob & Ed and Nick (marshal) to exchange our tales and misdemeanours of the night. Breakfast by the way was excellent as

had been our night of sport which is thanks to the hard graft of a large number of people; thank you All.

As the results came in the mood at the table started to become quite excited as there was a possibility that we had 1st, 2nd and 5th places overall, amongst our midst. This slowly turned to reality and so we all had to stay for the presentation of awards which, under the circumstances was no hardship; unlike the journey home. Jonathan managed to nurse the gearbox and clutch whilst I struggled with the lack of adrenaline and sleep.

Author: Brian Cammack, with content from Jonathan Stimpson.
Photos: Andy Manston.



Winners of the 2017 Preston: Mark Banham / Mathew Smalley

And 'borrowed' from the CMC website

Well, now that the dust has settled, (probably a misleading turn of phrase) I thought I ought to say a few words about our surprising weekend. It started on Friday when, after Thursday's test run, I found I had a leak in the fuel tank, so spent Saturday changing that. I struggled with the fittings and was so frustrated I nearly throw in the towel. And I was about to leave on Saturday evening but couldn't get any sidelights on one side of the van or any on the trailer. I ended up

cable-tying 2 inspection lights with red film to the back of the trailer! We were a bit late getting to scrutineering, and were amazed to see the queue ahead of us! This meant we were going to be late getting to the Little Chef

It felt like a slow start before first petrol, but we got into the swing of things after that. Not helped by an overshoot at a sticky slot left on Bay Farm, where Rob Kitchen wiped the tape out with his overshoot! I was pleased to see Methwold Warren as I do like that one, but we lost time on the new 90 left through the gate as it was much tighter than I anticipated and ran up the bank, which was better than hitting the gatepost behind it I guess. With the Methwold bumps Rob Kitchen now reckoned he had a strut coming through at the front and was about to retire but decided (wisely) to carry on. Ickborough and Foulden were OK, but I think we overshoot boards and had to reverse up. Cockley Cley was alright, but I see what they did to keep a bit of mileage after losing a venue. Thompson was nice as a new one, although we could have been out in there. In the woods on a wet, narrow, bumpy section we ran wide into a ditch. With the car at an angle I kept the power on and it came out. Phew! While all this was going on I was thinking about what we were going to do and how we were going to get recovered. But it never happened, and we were mightily relieved. Later we missed the tricky slot right as we spotted a car ahead. It was car 1 and we were grateful for Stefan and Adrian Gladwin to point us in the right direction. I'm not sure if it was the end of this test or the start of Great Plantation but we nearly went wrong following the tracks in the field from the Targa rally, rather than turning left mid field and following the arrows. Sounds like we weren't the only one though. There were warnings that parts of Great Plantation were very muddy and sticky so we decided not to go too mad and get stuck, but it looks like we were mad enough as we only dropped a couple of seconds. The next highlight was Croxton, that was great. Although we lost time as we had to go back for a board. Mathew wasn't certain he'd got it right as I was going a bit too quick. I try to look at the boards too but this one was quite low and I couldn't even see it. Other than that, great forest roads.

We got to petrol and looked at the times. I was surprised where we were, in second. But others were making up ground after a slow start, so I thought I ought to start taking things seriously as we might be in with a shout at a win. Euston was amazing, (yes, put that down as my fave one Brian Jaggs) I pushed and it all clicked. Foxpin was as you've expect, sandy, with all the bumps at the end. Ingham was great too, but we had a half spin trying to get into a field. The water was deep and muddy, but the car never missed a beat, although we came across a limped Rob Kitchen who had swallowed a load. Dukes Ride was nice. We came across Owen Turner stranded in a field and being towed out by Tony Harrison's Celica. Apparently this corner was very tricky and was to be the downfall of Craig Bellworthy / David Smalley. This was a real shame for them as they were going well. It sounds like if Owen hadn't been there it could have been us in the field. We pressed on but cocked up the LWRT near the end, sailing off in the wrong direction and ending up on the wrong side of the strip of trees from the finish. So we had to go all the way back up the field to the triangle, where we met Owen again, who kindly let us go in front. Only a quarter of a mile to the control and we hit a massive hole and then there was a terrible noise. It turned out the sump guard had been pushed right up onto the exhaust. The engine was now idling at 3000rpm too and I couldn't get it to stop. So we went into the last section with lots of noise. I thought we had lost a load of time with our wrong slot to pushed hard again, even though it was the last section. At the finish the tick-over was

back to normal and the exhaust wasn't too bad either. We'd finished, which was a relief after last year and all the issues on the Targa.

So, we sat at breakfast and it was slowly coming through, that a win was on the cards. Unfortunately, Andy Smith had retired, who had been leading so I was promoted to the win. I've had 2 seconds, 2 fourths, a sixth, seventh and ninth on this event and to get a win is a proud moment. I was particularly humbled by all the praise from previous winners who were at the finish. I think this was one of the toughest Prestons, with so much mud, water and bumps, but if it wasn't tough, you couldn't call it a Preston. I couldn't have done it without Mathew Smalley though, who was hanging onto his head torch, maps and pens quite tightly for most of the night. Thanks mate. The Rover 25 was incredible, it's only failing was the minor tick over issue towards the end. I had planned to retire the old girl and build a new car, but how can I do that now, it would be so insensitive. It was pleasing to have Kings Lynn DMC people holding 3 places in the top five along with Preston/road rally legends, Owen & Jamie Turner. Well done to Rob & Ed Rutherford for persevering and coming home with second, a great drive. It was a relief for Jonathan Stimpson and Brian Cammack to even finish, as before the event they had engine issues and towards the end they had clutch problems and lacked 2 gears! Fifth place was a brilliant result.

I don't do public speaking very well, especially without planning, so my on-the-spot speech at the finish was pretty rubbish really, so I'll sum up again:

Thank you to Brian and all the team who put this together. It's a mammoth task that we can't really comprehend or show enough appreciation for, but thank you. The marshals, as always, were brilliant, always a smile, always efficient, no matter what the conditions. And the conditions were pretty poor on the route, so thanks to the recovery teams for removing crews from the mire. There were great tests on the event so thanks to all the landowners and the venues for their support. Well done Tony Michael for keeping us informed with a sharp results service. Thanks to all the competitors, whether you finished or not, for continuing to support this unique event. I think the Clubmans permit increased the entry numbers too, so that's got to be a good thing.

Role on 2018. I look forward to running car one (not!).

Author: Mark Banham.

Photo: Andy Manston.

12 Car Championship

2017 / 2018 Calendar

Round 1 P & H Novice	Wed 25th Oct 2017	David Leckie
Round 2 Waveney Mushrooms	Fri 24th Nov 2017	David Mann & Robert Aldous
Round 3 B & H	Fri 8th Dec 2017	Howard Joynt & Bernie Fox
20 / 20	Sat 6th Jan 2018	AMSC
Round 4 Happy Egg	Fri 26th Jan 2018	Gordon & George Shipley
Round 5 Canada Garage Motorsport	Fri 23rd Feb 2018	Mark & Lorraine Annison
20 / 20	Fri 9th Mar 2018	KLDMC
Round 6 Lyng Garage	Fri 23rd Mar 2018	Jonathan Stimpson

2018 AMSC Mercury Trophy Inter-club 20 / 20

Saturday 6th January 2018

Third running of the Inter-club 20 / 20 Challenge

Five clubs this time round, teams will be four crews from each club
with best three scores counting

If you would like to be part of the club team or a marshal, please contact either:

AMSC Club Representative: Martin Newson

Competition Secretary: Mike Smith

12 Car Coordinator: Gordon Shipley

B & H 12 Car

Car	Class	Driver	Navigator	Fails	Mins	o/a	Class
8	E	Rob Kitchen	Peter Riddle	-	-	1 st	-
7	E	John Peterson	David Bell				
3	N	Matthew Mantle	Colin Mantle	-	2	3 rd	1 st
1	N	Paul Brunton	Nick Wale	1	-	4 th	2 nd
5	N	Mick Beauchamp	Len Fletcher	1	-	5 th	3 rd
6	N	Gordon Shipley	Simon Rowan				
4	N	Ben Cutting	Richard Moss	4	30	7 th	5 th
2	N	Garth Collier	Michael Collier	RET			

Seven entries, eight starters and seven finishers, congratulations to Howard & Bernie for overcoming one or two last minute potential show stopper issues and still putting on an entertaining event. Timing could have been a bit tighter, but it did give crews a taster of what to expect once they gain a bit more experience and make the step up to Nat B. Plot & bash Nat B events tend to be mainly cleanable sections with the odd tight (usually involving a bit of off-piste and timing to the second) section to come up with a result. 12 cars running strictly to the Blue Book and Jelf rules do not allow sections timed to the second, and even if they did the club doesn't really have the manpower. Reverse seeding ran with no issues, although a couple of the controls did seem to have all seven cars parked up, the marshals, in most cases it was just the one, coped well. Lasting memories from the left-hand seat of car 7 were the rather unique distribution of code boards, certainly wasn't expecting 3 on one particular stretch of road over Cockleycley Warren (aka pig city for anyone who has had the pleasure of marshalling there) on the first section, very nearly missed the third one, the sheet ice on the give way junction at the start of the second section, and a rather puzzling interpretation of a prime number on the last section.

As always, a big thank you to the organising team, the staff at the Twenty Churchwardens and the marshals. From memory, and please forgive me if I miss anyone out or place them in the wrong place, course opener and boards: Howard & David L, documentation: Howard & Bernie, TC1: Simon & Wendy (the location of which was on a need to know basis with the two expert crews not in the loop), TC2: Phil, TC3: Mike, TC4: Bryan, TC5: Dick & David H, TC6: Ian & Christine, TC7: Simon & Wendy, TC8: Phil & Bryan, course closer: Howard & Bernie, results: Percy.



2017 Club Championships

Latest Positions (end of December)

Marshals
<p>Have you marshalled in 2017?</p> <p>Club events, AMSC events, AEMC events, national events</p>
<p>Please claim your marshalling points (the response to date has been disappointing)</p>

12 Car Overall			
Driver		Navigator	
Mick Beauchamp	30	Len Fletcher	30
Matthew Mantle	27	Colin Mantle	27
Paul Brunton	26	Nick Wale	26
Gordon Shipley	23	Michael Collier	19
Garth Collier	19	Peter Riddle	19
John Peterson	19	David Bell	12
Rob Kitchen	12	Matthew Smalley	11
David Smalley	11	Wes Caley	10
Andrew Scott	10	George Shipley	9
Ben Cutting	10	Jonathan Stimpson	8
Richard Felton	8	Simon Rowan	8
Jonathan Stimpson	5	Tim Melville	6

12 Car Expert			
Driver		Navigator	
John Peterson	14	Peter Riddle	14
David Smalley	7	Matthew Smalley	7
		David Bell	7

12 Car Intermediate			
Driver		Navigator	
Richard Felton	7	Jonathan Stimpson	7
Jonathan Stimpson	7	David Burlingham	7
Ben Cutting	6	Steve Cumbers	7

12 Car Novice			
Driver		Navigator	
Mick Beauchamp	12	Len Fletcher	17
Paul Brunton	16	Nick Wale	16
Matthew Mantle	15	Colin Mantle	15
Gordon Shipley	14	Michael Collier	13
Garth Collier	13	Wes Caley	6
Andrew Scott	6	George Shipley	5
		Simon Rowan	5

S n e t t e r t o n G r a s s P C A



Saturday 3rd February 2018

Snetterton Circuit

RE-ARRANGED DATE - ENTRIES OPEN

A welcome return to Snetterton Circuit for a Grass Production Car Autotest on Saturday 3rd February (re-arranged date after the postponement on Sunday 10th December), with thanks for the continued support from Jamie Hopper, the Snetterton Circuit Manager.

The club will be sharing the venue with a Track Day meaning that as well as the usual circuit facilities being available there will also be something to have a look at.

Format will be to run four tests, two in the morning and two in the afternoon. The surface will be smooth, non-damaging grass and will be suitable for any car. The event will be aimed at the less experienced and younger competitors. The tests will not be as tight as they were last year.

Entry fee set at £10 per driver with a free entry for under 18s.

Entries may be accepted from drivers who are 14 and over. However, for drivers not holding a full RTA Licence, the passenger must hold a full RTA Licence and be experienced in Autotesting. Passengers must be 12 years or over. However, for passengers not holding a full RTA Licence, the driver must hold a full RTA Licence.

The Micras will be available.

We look forward to seeing you on 3rd February

Anglia Motor Sport Club



2018 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	8 th April	Debden	WSMC
2	1 st July	Debden	ECMC
3	19 th August	Wethersfield	ECMC / SCCoN
4	16 th September	Wethersfield	CCC
5	30 th September	Stanta	SCCoN
6	21 st October	Debden	WSMC

2018 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	25 th March	tbc	GBMC / WAC
2	24 th June	Debden	GBMC / WAC
3	2 nd September	Debden	WSMC / WAC
4	4 th November	Wethersfield	CMC

Not a Challenge round but there may also be a multi-venue Targa running on Sunday 23rd September, organised by CMC, and using tracks which will be familiar to Preston regulars

CCC Cambridge Car Club **CMC** Chelmsford Motor Club **ECMC** Eastern Counties Motor Club
FMC Falcon Motor Club **GBMC** Green Belt Motor Club **HCAAC** Herts County Auto & Aero 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

2018 AMSC 12 Car Regularity Run Challenge



Round	Date	Venue	Organising Club
1	27 th May	NE Essex	CMC / AMSC
2	15 th July	Norfolk	AMSC
3	12 th August	Suffolk	ECMC / AMSC

2017 / 2018 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	15 th October	Ivinghoe Aston	FMC
2	5 th November	Kensworth	FMC
3	12 th November	Lyng	SCCoN
4	10 th December	Belchamp Walter	WSMC
5	1 st January	Seckford Hall	ECMC
6	21 st January	Harlton	CCC
7	11 th February	Holbecks Park	WSMC
8	18 th March	Wattisfield	WSMC
9	15 th April	Ivinghoe Aston	FMC
?	tbc	tbc	ECMC

Very provisional, the final event was originally scheduled for 1st October, but a new date will be arranged

CCC Cambridge Car Club **CMC** Chelmsford Motor Club **ECMC** Eastern Counties Motor Club
FMC Falcon Motor Club **GBMC** Green Belt Motor Club **HCAAC** Herts County Auto & Aero 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



Paul McIlroy TFM photo sport

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Type of event	Duration	Premium
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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.

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