

SCCCN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2018



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

[Percy Pig Navigational Scatter
Regs](#)

AGM

Wednesday 16th May 2018

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 **Wednesday** 16th May for the AGM

Diary Dates

Wednesday 2nd May
Management Meeting

Saturday 5th May
Snetterton Tarmac PCA

Wednesday 16th May
AGM at the White Horse,
Trowse

Sunday 20th May
Wethersfield Targa
Chelmsford Motor Club
2018 AMSC Targa
Challenge Round 1

Sunday 27th May
12 Car Regularity Run
Anglia Motor Sport Club

Sunday 3rd June
Wethersfield AutoSOLO
West Suffolk Motorsport Club
2018 AMSC AutoSOLO
Challenge Round 2

Wednesday 6th June
Management Meeting

Sunday 10th June
Navigational Scatter

Thursday 21st June
Club night at the White Horse,
Trowse

Sunday 24th June
Midsummer Classic

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 20th May
Wethersfield Targa
nr Braintree

Sunday 27th May
AMSC 12 Car Regularity Run
A12 Services
nr Colchester

Sunday 3rd June
Wethersfield AutoSOLO
nr Braintree

Sunday 17th June
East Anglian Classic

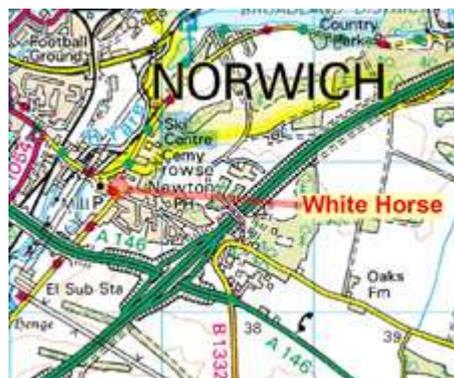
Sunday 24th June
Midsummer Classic

Sunday 24th June
Debden Targa
nr Saffron Walden

Sunday 1st July
AMSC 12 Car Regularity Run
Tivetshall St Mary
nr Diss



[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 28 th April | Annual Dinner & Awards Evening | | Alan Kirkham |
| Saturday 5 th May | Tarmac PCA | | Howard Joynt |
| Wednesday 16 th May | AGM | | David Leckie |
| Sunday 10 th June | Navigational Scatter | | David Bell |
| 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

**Please, Please come to the
Sporting Car Club of Norfolk**

Annual General Meeting Wednesday 16th May 2018

8:30pm at the White Horse PH, Trowse, Norfolk NR14 8ST

CHAIRMAN'S REPORT MAY 2018

Well it is finally here my last official newsletter report as the club's Chairperson. I am not sure how long I have been doing this role, but I must say I have enjoyed almost every minute and made some great friends along the way. I still love the motorsport way of life. There are lots of things I want to do to encourage new people to join us. So this is not going to be the last you hear from me. I will be continuing to be the club's representative on the AMSC team which has moved from strength to strength in a very short time showing full entries on Targa Rallies, Autosolo's and improved numbers on the trials series. It would also seem I will be organising the Snetterton marshalling team and the SCCoN classic. I will be resting from the organising of the other SCCoN events for the time being (that doesn't mean I will not be around to help on some, if not most)

I have been saying I all the time but it is not just I, Christine has been there by my side all of the way without Christine the club would not be where it is now.

Thank you Christine

As you might have guessed we were at the little event last month in the Clacton area. I must say that the team from Chelmsford did a great job. Everything ran to time all day and as far as I know there were no serious problems (there could not have been as the bad things always make the news). Our members taking part all finished, and all our marshals did an excellent job (I know because the chief marshal told me so). It was such a success that it is almost certain to happen all over again next year on the same weekend in the calendar. The effort the Chelmsford team put in was massive, I know that Tony Clements has put in 3 years of hard work and he does deserve all the praise that comes his way, great effort Tony

My last words for the time being are we have a great car club please continue to support it, so that we can grow and continue to be corner stone of motorsport in East Anglia. We need you to step forward and give a few hours to your car club. The management team need some more people to help run the club now and in the future, they will look after you and not drop you in the deep end.

On a final note as you may be aware Christine and Suzanne will be doing the Race for life on Sunday 13th May at the Norfolk Showground to raise money for Cancer Research if you would like to sponsor them please let us know or to make a donation Christine will be at the AGM on Wednesday 16th May. Please support them if you can.

I have recently received the following email from Tony Burchnall, a good friend from Eastern Counties Motor Club and fellow founder of the AMSC. He explains the thinking behind the recent organising and unfortunately cancelling of a planned training day, we will advertise it more next time and if you could try to support it please.

Hi Martin,

The response to the Training Day is not what we hoped.

The intention was to have a day which gave those who don't go to Seminars a chance to update themselves but also to put across some instruction for those not involved with Stage Rallies, which has been the main direction that other training pushed towards.

Anyone running a trial or a 12-car is just as answerable to the authorities as a C-of-C on a Nat B Stage Rally if something goes wrong.

We felt it would come as a surprise to many officials on club events to find where the buck stops and, if something fundamental was wrong with their event management, they and the club would not hear the end of it.

So the training was to make sure everything was properly in place from the start.

The other reason for running it was that we keep hearing about fewer and fewer people coming forward to run stuff. I am aware of this because every club I ask has the same problem. Older officials want to do less but there is nobody coming forward to replace them. The system couldn't stand it if a few significant individuals were not there to run things.

Therefore we wanted clubs to try to get some newer faces who might be marshals or competitors at the moment to come forward into official roles, even if just to shadow a c-of-c or an event sec (or anything else) to get them involved.

We didn't get sufficient response, we felt, to justify Alan Page coming from HQ for a small number. We had about 10 old hands this morning and 5 potential newcomers. We knew of more but they couldn't make it so, clearly, there was a problem with the calendar as well as the message not getting across.

We have decided to postpone Saturday, run it later in the year, and spend the Summer encouraging new people to take up some of the reins.

What we didn't want was to bring Alan Page and a whole load of grant money up from MSA HQ for it to be a less-than-successful day.

So Saturday is postponed until after the Summer and we will draft up some more new interest with the help of the clubs.

Cheers for now,

Tony.



"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.



Classic Corner

Sunday 29th April 2018

The Cambridge Classic Car Run

Cambridge Car Club

Sunday 6th May 2018

Classic Vehicle and Country Fayre

Bungay Area Lions

Sunday 13th May 2018

South Suffolk Classic Run

West Suffolk Motorsport Club & Eastern Counties Motor Club

Saturday 9th June 2018

March Summer Festival

Sunday 24th June 2018

Midsummer Vintage & Classic Car Run

Sporting Car Club of Norfolk

Sunday 24th June 2018

The Falcon Classic Car Tour

Falcon Motor Club

Sunday 8th July 2018

41st Annual Classic Car Rally

King's Lynn & District Motor Club



Sunday August 12th will see the fourth annual **Diss Heritage Transport Fayre**, organised and run by the Diss Heritage Traders Group. The fayre has grown every year, and this year it will be even bigger and better, as vehicles will be displayed not only in the Heritage Triangle, but also in Mere Street and the Market Place.

The historic town centre will be graced with wonderful classic cars, vintage commercial vehicles, bygone public service transport, motor cycles, bikes, pedal cars etc, and as before the 1940's petrol filling station will again pop up at the entrance to Cobbs Yard, in Saint Nicholas Street.

Vehicle owners are being encouraged to wear suitable dress, to match the era of their motors, and prizes will be awarded to those whose period costume is considered the best in keeping with their classic vehicle.

Music will be provided by The Diss Ukaholics ensemble, Morris dancers, Organ grinders and street musicians.

The town's cafes, restaurants, deli's, pubs and shops will open for the day and along with street food vendors, no one need go hungry.

The Heritage wildlife garden and Mere boardwalk are major attractions, in the Triangle, where you can actually walk on water! The wonderful Corn Hall recently restored and extended will host a display of period motor cycles, in the courtyard.

There is something for everyone, young or old and the theme for the day is step back in time.

Anyone wishing to display a vehicle or would like to help on the day, please email annechilde@gmail.com or telephone Peter Hyde on 01379 741414.

Marshals Post

Upcoming club events: Midsummer Vintage & Classic Car Run

Other clubs:

Wethersfield Targa on Sunday 20th May based at MOD Wethersfield (nr Braintree) organised by Chelmsford Motor Club

AMSC 12 Car Regularity Run on Sunday 27th May organised by Anglia Motor Sport Club

Wethersfield AutoSOLO on Sunday 3rd June based at MOD Wethersfield (nr Braintree) organised by West Suffolk Motorsport Club

Debden Targa on Sunday 24th June based at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motorsport 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.scccon.co.uk/html/marshalling/marshal.html) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Other Club Dates page on the club website (www.scccon.co.uk/index.html)



Javalin's Jumbo Targa Rally

Sunday 20th May 2018

Marshals MUST register on the CMC website

Former SCCON member David Neve

1934 - 2017

David Neve, who was a member of SCCON in the 1960's and 70's, died in February last year. David's son Harvey had the kind thought to contact the club and to ask whether some of his Dad's SCCON-related items might be of interest to us. Last week, I had the pleasure of meeting both Harvey and his mother Jean and came away with a little bit of SCCON 'treasure'.

We thought it fair that I should purchase one item, so I am now the proud owner of David's early type, chrome and enamel SCCON car badge for my Austin Healey, but Jean kindly donated a number of other items to the club. A couple of stainless steel trays from the 1960's have joined SCCON's 'mini-museum' of old trophies. One of them was awarded to David for being in the winning team on the 1967 Pancake Rally. The 1952 Pancake Rally was the first rally to be run by SCCON - maybe we should reinstate it? Gordon Shipley is now the owner of David's royal blue jacket with that period shiny nylon look of the 1970's, and I have a dozen copies of 'Spotlight' from the 60's and 70's that add to our records of the club's early history.

I've been reading them before they go into the archive and thought I'd share a few things that caught my attention..... Back in 1965 and 1966, the SCCON Dinner Dance attracted 340 and "nearly 330" diners respectively. The club was clearly much bigger in those days, and by 1977 the club had accrued 381 members! Back then, the editor of 'Spotlight' was our own Mike Lambert. The following year Mike would be runner-up SCCON Road Rally Navigator while David Mann was first in Class 2 and winner of the best novice award in the Road Rally Driver category - they must be two of the most enduring and loyal SCCONies!

At school, David Neve had been an exceptional athlete, winning the Colman Cup and setting a county record in the National Schools Championship while running in the 880 yards race - a record that stood for over twenty years.

In the mid-1950's, while working for Decca, he helped to lay the first Transatlantic Telephone Cable System (TAT-1). In 1960 David became the landlord of the Queen Victoria pub on Magdalen Street in Norwich, and when that pub was demolished in 1963 as part of the City's development, he took over The Duke of Norfolk in Sprowston. David also became Chair of Governors at the Hall Special Needs School, a charity he supported for over thirty years.

David used to compete in his Triumph Herald with his friend Dave Whayman, (who was SCCON's Treasurer at the time) as his navigator. After being beaten a few times by John Brundle's Mini Cooper (yes, Martin Brundle's Dad), the Triumph was swapped in 1966 for a Lotus Cortina. Another to join the Cortina brigade in 1966 was Tony Marcantonio, then club chairman, who bought a "BRIGHT RED" Cortina GT. David Neve wrote "Julia M. deserves a special award for courage, devotion to duty and sheer patience."

David wrote a lot of witty articles for Spotlight and the following example caught my eye.....

WHAYMANISATION by D.G.N.

If you have been in the club for over six months, you have been Whaymanised. If you are a new member, read on:-

Whaymanisation occurs regularly, slowly, sometimes obscurely, but always inevitably. Almost any time now, at a social function or at a competition meeting, you will be aware of a tall, lean, handsome (that should be worth a drink) character, sporting a portable incinerator clamped firmly between a set of grinning ivories.

Awareness is Stage One.

Having introduced himself as the Club Treasurer you find you have just bought him half a pint of best bitter. It is so quick, it is almost painless.

That was Stage Two.

By the time the incinerator has been re-charged twice (watch your matches) and two more halves of best bitter are well on their way to the glass-lined tanks in his legs, you find yourself to be the proud (!!) owner of a necktie, scarf and a car badge.

That was Stage Three.

Later on this winter, the sleet will be slanting down on a cold miserable night, and ankle deep in mud in the middle of an almost (but not quite) trackless waste, there you are. Your car is bogged down by the side of a track and alongside it is a board. On the board, which is yellow, are the letters SCON CONTROL in black. Cars come and go, their occupants snug, happy and warm. You are freezing. You are a marshal.

"Why did I say yes? - I must have been mad."

NO SIR - you are not mad. You have been WHAYMANISED.

That was Stage Four.

Reprinted from 'Spotlight' volume 2 No. 11 dated November 1966

Peter Riddle - April 2018

A joke told on TV by the American comedian Rick Hall.....

People say the wheel is the World's Greatest Invention ever. But I think it's probably the second wheel. Have you ever seen a guy on a unicycle? What an a - - - hole!

You might add.....

Look at the guy who came up with the second wheel..... he gave us bicycles, motor bikes, axles for cars and trucks, segways and so much more. He was the real genius.



The latest addition to Howard's fleet is to be known as

Martin the Marlin

This information has been shared to save possible embarrassment when members hear Howard cursing Martin

Berwick Classic Rally

Geoff Bateman

2018 saw our third attempt at the 2 day Berwick Classic rally which is a road rally with special tests for historic and Targa classes. It's one of those events which we always find extremely challenging and twice before we have decided not to do it again but there we were on Saturday 5th May dragging the 205 out of the drive at 8 am to get to Berwick for scrutineering which started at 11-30. Three days of the previous week had been spent addressing "issues" on the car which had come to light after the previous weekend's "rallytest" event at Workington. This included replacing a headlight, realigning the exhaust system and some other small jobs which needed doing but by 6 pm Friday the car was on the trailer and by 7-30 we were down the pub for some pre-event preparation.

Amazingly the weather forecast for the weekend was warm, sunny and dry so we slowly worked our way across the north of England in the bright sunshine looking forward, with some degree of trepidation, to the coming event. An uneventful trip over saw us at event HQ just after 11 so we were able to get the car off and get over to scrutineering by 11-15 to join the already growing queue. Scrutineering opened on time and we soon moved down the queue. Just as we were about to go in we had a huge surprise to see Martin and Christine standing there saying "Hello". I was nearly speechless, note I said nearly, but gosh that was close. It was lovely to see them but we had to rush a bit through scrutineering but we got our little sticker so it was back to HQ for signing on and a nice chat with our visitors from the mystic East. After a while Martin and Christine left us to go to Holy Island and we were alone to do the route check, try and plot the one regularity section of the day, have a quick bite to eat and generally get ready for our start time just after 3 pm.

Twenty minutes before our due time I casually asked Maggy if she had the time cards ready only to be told she hadn't. On checking our pack we found we didn't have any. Lots of running around ensued trying to find someone who we could get the cards off to no avail. We were concerned we would not be allowed to start but it was decided that we could record all our times and codes on a piece of A4 paper and that the results people would sort it out that evening.

After that nice settling incident we sat in the car waiting for the off wondering how this was going to turn out over the afternoon but we were soon on the road, heading for test 1 at Shoreswood South. When we arrived on test we explained the time card situation, the first time of many that we would have to do this and then were allowed to do the test. It was a short test through farm buildings, round a couple of other buildings and out. Nice and simple, good one to settle you in and no penalties. Test 2 was just across the road at Shoreswood North. Again it was a farm test round buildings, more complicated than test 1 and with a nice run down a rutted and dusty farm track to the finish. Good fun, lots of dust and the car was bouncing about quite nicely. A good job we had the 6 point harnesses.

A fairly long road transfer moved us south and out towards the coast to Easington Grange where Martin and Christine had arrived to see if we could make a mess of things. Another farm based test around buildings with easy navigation, basically "don't hit a building" which can be challenging at times. Around the back of the test was a nasty little area about 6 or 7 metres long which seemed to be a trough filled with railway ballast. It was deep and it was loose but we saw it in time, floored the go pedal and pushed the car through it and out.

The first 3 tests were done but next came the day's first regularity. It looked about 8 miles and we were fairly confident we knew where IRTC 1 would be located. We started the first section on a white which was OK for about the first quarter mile after which it deteriorated into an extremely rough and deeply rutted farm track with large loose stones. We got thrown about quite a bit but we got to control just 7 seconds down and were quite pleased. We pulled out of control and it was immediately obvious that there was a problem with the engine. Random misfiring, popping, spitting and banging saw us kangarooing down the road trying to get to the end of the section without losing too much time. The problem with the car and the "warming" atmosphere in the cabin resulted in a missed turn which saw us having to retrace and then try and go as hard as possible up another really rough track, two wheels on the ridge, 2 wheels on the side, to get to the 2nd control. We got there, managed to get the car going again and eventually got to the third control and the end of the section. Luckily we had only dropped 1min 37 seconds in total, so all things considered it was a bit of a relief.

We stopped the car, bonnet up and the problem was identified after a couple of minutes. One of the bolts holding down the air mass meter bracket had shaken loose, despite the spring washer, and it just had to be the one which clamped the earth for the ignition unit. Within 5 minutes we were back on the road, the car was going like it should and we were back in the game.

We got to test 4 at Hazelrigg in good time. It was another farm test but this time a nice run down the lane, flick left followed by a 180 right. Out and through a slalom, another 180, 90 right, big 360 and out. A nice flowing test and no penalties. Out of Hazelrigg we had a fairly long road section back North again to Hetton Steads for test 5. Nice and quick farm test around buildings and other obstructions but finishing with a nice quick 4th gear dash down a lane interrupted only by a 90 right and a code board before a stop astride before the finish. No penalties and we went off to find test 6. We then had a minor problem as there was an error in the route plotting and the position of the exit of test 6 had been plotted, not the entry. We didn't realise this until we got to the test exit and met cars coming out of test. Not a great moment. We quickly retraced back to the end of test 5 and asked a nice marshal if he knew where Test 6 start was, It was less than a mile away and if you looked hard you could virtually see it from where we were stopped. A quick run over to the test and fortunately it was still open and better still, having only 30 seconds or so to study the diagram, the navigation was easy. A quick blast down the lane, a little kick to the left and another quick run until a 90 right, 180, 90 right, round a building, through the building, 90 right and out. We were just really relieved to have found it, done it and got round without any penalties.

We were now approaching OTL with one more test to go followed by about a 13 mile run back to Berwick. A bit of measured but quick driving got us to test 7 for the final test of the day, again a farm test at Letham Hall, a nice open flowing test with no penalties and we were on our way back to Berwick. We managed to pick up a little bit of time on the return run, the car was a lot lighter as the fuel gauge was on "E" and we got in to MTC 2 with about 6 minutes to spare. When we'd booked in we discovered the tea and cakes were all gone so we set off to get petrol and get to our B & B to get some food and do the plot for Sunday. By the time we got to the B & B it was 7-40 so a quick shower and some food before returning to our room to do Sunday's plot. I finished plotting at around 11pm by which time I was ready for bed. We'd towed the car over 100 miles, done between 75 and 80 road miles, 7 tests and a regularity and Saturday is just the warm up for Sunday!!

Sunday morning was bright and sunny and I had a bit of time before breakfast to do a few checks on the car which was now behaving like it should. All seemed fine. We'd had a bit of a problem the day before with the exhaust hitting the tank guard but a bit of realignment with a size 11 seemed to have cured it. We had a very nice breakfast and drove down to Berwick Quay for the Sunday start. They had posted the results from the day before and we were in the bottom third. However, Maggy noticed that we had been penalised for missing code boards. We knew we hadn't but with having to record everything on a sheet of paper assumed there had been a problem with the results people missing it. We wrote out a query, something I have never had to do before, and were told to hand it in at MTC5 at lunchtime. Start time came and again we were off in the direction of Scotland for the day.

Test 8 was fairly close at Winfield, an old airfield site with lots of room and some nice, fast, flowing runs. We nearly missed a cone which was hidden behind a big bale but saw it in time, slid past it and had to reverse for it, but at least we avoided a wrong test. We were going OK, the car was going OK, the sun was shining, we were choking on dust, the day was starting well.

Test 9 was Kelloe Mains. My sort of test, minimal cones! Fast run down a lane, swerve around a few large round bales and a couple of cattle grids. 2 code boards to slow you down and finishing with a stop astride, reverse into a gate and out. We bogied it and were well pleased.

As we continued northwest to test 10 Maggy was getting concerned about the upcoming regularity. I'd plotted the entry and exit the night before and they were about 15 miles apart. I thought there must be a plotting error, but no, it was right. We got the instructions at the start which were 3 marked maps which seemed to cover about 12 miles on yellows and then about 13 miles or so on whites and around the Crystal Rigg wind farm (it's big). The thought of this along with the fact that last year we had got lost in Crystal Rigg was producing negative vibes from the passenger side all the way up to test 10. The regularity started at the end of test 10 so once we got to 10 we were there, so to speak.

Test 10 at Langtonlees looked good in the book and it didn't disappoint. Nice long test down farm tracks with round bales and cones to avoid but nothing too tight, nice and flowing and good fun, but it was over too soon and we found ourselves at the start of the regularity. We had agreed on a plan that we would try to do the first 12 miles or so, which was on yellows, using the trip and clock and try to get the speed right but once we hit the loose on the wind farm, when the speed went up to 30 mph she would just concentrate on the navigation and I would try to go as quick as I was happy with and we just take whatever times we got. We thought that would be better than getting lost, missing code boards, or, worse still, missing controls. The first 12 miles on tarmac actually went fairly well until the last minute when we missed the turn into the wind farm and had to reverse which cost us a few seconds. There then followed 13 miles of loose over Crystal Rigg which was incredibly dusty with interestingly variable grip. However, the plan was working, we were getting through it and the further we went the more confident we became that we would get to the end of it. We eventually reached IRTC4 and were happy just to have got there and still be speaking to each other. We got to the end of the section without incident and pushed on to test 11 at Spott Grain Store.

Test 11 was nice and flowing, fast and dusty around the buildings, over the weighbridge and out up a lane to the finish. However, after leaving test we had to go half a mile up the lane to the final regularity. All off road, only 2.1 miles long with 3 controls, starting at 26 mph and changing

to 30 after IRTC 1. Well we just booted it. I figured by the time we'd stopped at controls we'd need to just go as fast as we could to get the time back and even if it didn't work, it would be much more fun. That was the plan and that was what we did, lunch was calling and that was where we wanted to be.

We got to lunch at Stenton, very nice rolls and cakes, and handed in our query sheet. Lunch time was fairly relaxed as there were to be no more regularity sections and no lunchtime plotting so there was a little time to enjoy the sunshine, kick the exhaust and catch up on the news from other crews.

With lunch over we headed out for test 12 at Cockielaw which was a lovely test around a farm to start with and then a fast run down a long track with a couple of code board stops and a quick run on loose to the finish. Fast and dusty and some nice slidy bits, great fun.

We were now enjoying things a lot more and we headed to test 13 at Crauchie. Unfortunately I had missed that the plot point down to the test was about 1mm up a side road and had miss plotted the entry to test. It took about 15 minutes of going up and down the road until I remembered from last year where we had come out, which this year was where we had to go in as it was being run in reverse. A quick scramble down a lane and into a farm track and we found it. The closing car let us past so we could get in to test but there was a long queue so it was OK. It is one of the problems when you start number 66 out of 70, it's very easy to become last car on the road. Anyway after the initial profanities had died down we waited to get in to test. It was a long wait but we eventually got there. The test itself is great, a long run down a track, stop astride, then a lap around a wooded area of about 5 acres, 4 off 90 rights and a couple of lefts all on loose. Getting out of test was a challenge, though, as you have to go out over the motorcycle racing circuit and it was supposed to be signed but it wasn't and we missed the gate out because it was shut. Another increase in the stress level in the cabin was eventually relieved when we found the gate and got out. We were now well behind on time but we knew there were others in the same boat so we cracked on to get to the next test which involved about a 15 mile run with 12 miles on the A1 so a bit of distance to make some time on.

As we got to test 14 at Eweford a car was just going in so we'd made some time up and just had enough time to have a look at the diagram which looked straightforward and we had done pretty much the same test in 2017. A fast start, an open slalom, over a bridge, 90 left, 90 left, 180 right, 90 right then a couple of short, open slaloms and a nice long run down a rough track with a code board and stop astride before the finish. Unfortunately we caught a cone with the back end, our only one of the weekend, which was quite annoying but it was definitely driver error.

Back out on the A1 and another 10 mile run down to test 15 at Tower Farm which was a nice open test around and through farm buildings with a few cones thrown in for good measure. By the time we got there we found a little queue so we knew we were getting back in amongst things. We did the test with no problems, got back out on the A1 and headed south down to test 16 at Lemington. Another farm test around buildings and some cones in the yard with a little hidden cone in a bit of an alcove to try and catch you out at the end but we got round it and were no longer last car on the road. In fact due to other crews errors, but unknown to us, there were several crews behind us on the road by now.

By now it was getting well past 4 pm and we were beginning to get a little tired. It had been hot and dusty all day, we were nearly out of drink, had done over 150 road miles and a lot of off road miles and we were beginning to feel it.

We headed back down south towards Berwick and moved to the west to get down to test 17 at Ayton Law. Again my sort of test, minimal cones and big things you can see like buildings. Fast start down a lane, stop for a code board the a quick blast around a big barn, another code board and a fast lane out to finish. Seventeen tests down, two to go, we were looking forward to finishing and getting some food but more importantly some drink.

It was a shortish run down to test 18 at East Reston, another farm test. The diagram was simple enough and we got all the way round to the last cone when we had a “which side do we go” moment, it was late in the day. The cone was placed in such a way it just looked like you should go round the outside of it but you needed to cut inside it. What a pain. It cost us a few seconds but was so annoying because it had been the first time it had happened all day. Anyway, back out on the road and forget about it, back to Berwick for the final test on the Berwick Bandits’ Speedway track. We got there in good time with 4 cars waiting to go in so I could have a bit of a watch. It was two and a half laps of the track passing one set of cones in 3 different ways and another set as a fixed slalom on one of the bends. We had done some tests a few weeks previously at Workington Speedway track so I was confident about how the car would handle on shale. We had a good test, posted a respectable time and then parked up, handed our cards in and went for a much need drink and some food.

The food provided at the venue was just the job, there was a choice but I had steak and ale casserole and jolly nice it was too. I think Maggy was quite envious as she ate her ham salad! We spent some time having the usual post event chat but as time was marching on we had to load the car up on the trailer and get on the road home. We were both tired, covered in dust and thirsty. We drank most of the way home, water or Irn Bru until we eventually got home around 9 pm. I didn’t even go in the house when we got home, just parked up in the road and walked straight up the pub to lay the dust for an hour or two. Maggy had seen the results on facebook and we were absolutely stunned to have finished 21st overall and 6th in the Targa, our best ever performance after coming 35th last year. There had been 62 starters of which 47 were historics and 15 were Targa. We were one of the oldest Targa cars (1988). There were 15 retirements so we were really, really pleased and still can’t quite believe it. We found out when the full analysis came out that at one control in the wind farm we had been only 1 second out (early), we could not claim it as being anything other than luck as we had no idea what speed we were doing only that we were going as quick as I felt happy with. So that was it for 2018. The usual thing though, at 5 pm on Sunday “We’re not going to do this again” by 9 pm Sunday “Well, it was OK really, we made a few mistakes so we’ll do better next year”. Same old, same old.

Geoff and Maggy Bateman – your friends in the North

Snetterton Tarmac PCA

Results

| o/a | Car | Driver | Car | Total | Card 2 | Card 1 |
|-----|-----|----------------------|--------------|-------|--------|--------|
| FTD | 11 | Toby Groves | Renault Clio | 369.5 | 189.6 | 179.9 |
| 2 | 16 | Garth Collier | Renault Clio | 396.0 | 204.6 | 191.4 |
| 3 | 26 | Oli Dennington-Price | Hillman Imp | 400.9 | 196.1 | 204.8 |
| 4 | 3 | Dick Lines | Toyota Yaris | 401.0 | 203.3 | 197.7 |
| 5 | 2 | Matthew Mantle | Peugeot 106 | 403.3 | 201.8 | 201.5 |
| 6 | 25 | Nigel Cook | Mazda MX5 | 405.8 | 205.9 | 199.9 |
| 7 | 12 | Simon Price | Hillman Imp | 406.2 | 202.3 | 203.9 |
| 8 | 17 | Robin Lines | Toyota Yaris | 406.3 | 208.0 | 198.3 |
| 9 | 6 | Dave Curtis | Mazda MX5 | 409.3 | 200.3 | 209.0 |
| 10 | 4 | Ginny Carter | VW Golf | 413.1 | 209.5 | 203.6 |
| 11 | 9 | Caroline Cruz | Peugeot 106 | 420.0 | 223.4 | 196.6 |
| 12 | 1 | Vini Cruz | Peugeot 106 | 420.9 | 199.3 | 221.6 |
| 13 | 14 | Steve Illey | Toyota MR2 | 422.2 | 218.5 | 203.7 |
| 14 | 24 | Josh Nash | Citroen C2 | 422.6 | 208.6 | 214.0 |
| 15 | 21 | James Hodder | Nissan Micra | 424.2 | 218.6 | 205.6 |
| 16 | 19 | Lima Jose | Peugeot 106 | 445.8 | 216.7 | 229.1 |
| 17 | 20 | Colin Mantle | Peugeot 106 | 447.0 | 224.8 | 222.2 |
| 18 | 5 | Matthew Hodder | Nissan Micra | 449.2 | 230.4 | 218.8 |
| 19 | 23 | Adam Callingham | Ford Fiesta | 453.1 | 228.9 | 224.2 |
| 20 | 22 | Corinne Rust | Mazda MX5 | 455.4 | 240.6 | 214.8 |
| 21 | 8 | Robert Nash | Citroen C2 | 456.2 | 232.3 | 223.9 |
| 22 | 10 | Diane Mantle | Nissan Micra | 458.2 | 246.3 | 211.9 |
| 23 | 27 | Michael Collier | Renault Clio | 473.8 | 242.5 | 231.3 |
| 24 | 7 | David Hammond | Ford Fiesta | 520.4 | 263.0 | 257.4 |
| 25 | 18 | Elyse Francis | VW Golf | 539.4 | 266.4 | 273.0 |

Unbelievable weather, brilliant sunshine with hardly a breeze, definitely no snow!.

Thank you to Jamie & the staff at Snetterton for the use of their car parks, Howard for the Micras and making it all happen, all the competitors and the marshals.

Congratulations to Toby (1st o/a), Ginny (best lady) and Colin (best U18).

Marshals: Gordon & Peter on the clocks and Paul observing on Tests 1 & 3: Howard & Bernie on the clocks on Tests 2 & 4.

S n e t t e r t o n P C A**Matthew Hodder**

The Bank Holiday weather forecast was good and Saturday 5th of May was no exception. When we (Mrs H, James & I) arrived David and Howard were busy exconing the tests (I made up the word exconing but I like it; the opposite is to excone). So I mucked in and Dave soon realised that I had absolutely no idea what he was trying to convey & he patiently when off to get the test diagrams. It wasn't long before Gordon arrived and we had a team working to place and number cones. It was an excellent piece of teamwork, no shouting, no meeting to discuss, just folk getting on together to make things happen. A great example of what being part of a club means.

We had parked our Micra & the team barge (for barge read Kangoo ☺) in the paddock when we arrived and the spaces started to fill up. A range of cars were competing from a Micra or two, to an MR2. Drivers ranged in age from pre-RTA licence holders to some with the odd grey hair. The classic car fraternity was well represented by Simon and Oli in their Imp Club Sport, which was nicely turned out and performed well all day.

The atmosphere of the whole event, ably aided by the sunshine, was a friendly club day. As a novice at my first competitive drive I was made welcome, given advice, encouraged and treated kindly by everyone with whom I spoke. This SCCON stuff is becoming a habit. The marshals did a grand job putting up with being roasted whilst patiently seeing all the cars through all the tests. We couldn't compete without marshals so don't be shy "Come you on t'gether." and volunteer to help make events happen. Needless to say a well earned thank you to David and all the marshals.

I think I managed to get a bit quicker as the day went on by learning that sometimes less really is more or rather less speed and more haste can reduce the time it takes to get a test done. James was quicker than his old Dad and he finished an admirable 15 in a field of 25 entries. I managed 18th and was chuffed to bits to be in the top 20. The Micra served us well, never missed a beat, never squashed a cone and made the 40 miles home without complaint. It really is a "star of a reasonably priced car".

Exconing took very little time because folk all mucked in and gathered cones in to easy to collect stacks. Before the last of us left the circuit there were race teams setting up on the tarmac where moments before we had been making tyres squeal.

Note:- No person came to any harm during the event but some cones may have been injured.



Thanks to Matthew for the photos

Anglia Motor Sport Club



2018 AMSC AutoSOLO Challenge



| Round | Date | Venue | Organising Club |
|-------|----------------------------|--------------|-----------------|
| 1 | 8 th April | Debden | WSMC |
| 2 | 3 rd June | Wethersfield | WSMC |
| 3 | 19 th August | Wethersfield | ECMC |
| 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 | 20 th May | Wethersfield | CMC |
| 2 | 24 th June | Debden | WSMC |
| 3 | 2 nd September | Debden | WAC |
| 4 | 4 th November | Wethersfield | CMC |

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



Phil Millroy (TPV photo sport)

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|--|----------|---------|
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| National A&B stage rallies | 36 hours | £18.65 |
| | 48 hours | £22.80 |
| | 72 hours | £30.00 |
| International UK Stage Rallies | 36 hours | £36.20 |
| | 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

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JIP 2020/2021

Sporting Car Club of Norfolk Limited

Annual General Meeting

Wednesday 16th May 2018. Commencing at 8:30pm at the White Horse PH,
Trowse, Norfolk.

AGENDA

- 1 Welcome and introduction
- 2 Apologies for absence
- 3 Minutes of the Annual General Meeting of the 17th May 2017
- 4 Chairman's Report
- 5 Competition Secretary's Report
- 6 Treasurers Financial Report and Presentation of Accounts
- 7 The Election of Club President and Re Election of Club Vice Presidents
 - a) Following a vote by Club Members it is proposed that David Mann is elected as President of the Sporting Car Club of Norfolk for a term of three years
- 8 Re Election and Election of Members of the Council of Management . In accordance with the Articles of Association all Members of the Council of Management are to retire and are eligible for re election
- 9 Election of Club Chairman
- 10 Any other business
 - a) The distribution of Spotlight and the use of social media to promote the Club

David Leckie . Company Secretary . Sporting Car Club of Norfolk Limited