

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2018



Last Minute Preparations for the “One and Only” Preston Rally



Images courtesy of Dave Bell, Richard Leggett and Jon Scoltock

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Downloads available:

(via www.sccon.co.uk or contact Jon Scoltock for a paper copy)

Editor

Jon Scoltock

Spotlight articles should be emailed to:
Spotlight@SCCoN.co.uk

or posted to:
Spotlight
2A Black Street
Martham
Great Yarmouth
NR29 4PN

Contacts

David Mann

Management Team

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Chief Marshal

Competition Secretary

Social Secretary

Membership Secretary

Spotlight Distribution

Child Protection

Company Secretary

Committee Members

Mark Anison
01263 513052

Andrew Lawson

Peter Riddle
clubsecretary@sccon.co.uk
01953 601174

David Leckie
treasurer@sccon.co.uk
01603 893294

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280

Mike Smith
compsecretary@sccon.co.uk
01603 412053

Howard Joynt
howardjoynt@googlemail.com
07917 060052

Alan Kirkham
membership@sccon.co.uk
07530 231722

Alan Kirkham
spotlight@sccon.co.uk
07530 231722

Christine Newson
cjnewson32@yahoo.co.uk
David Leckie
01603 893294

Mike Lambert
Pat Ward
Dale Lawson
Martin Newson

**If you have a story you would like to submit for
spotlight, please email Spotlight@SCCoN.co.uk**

Welcome to Spotlight...

Welcome to this bumper December edition of Spotlight. Firstly, I must apologise that it's a little later than usual, but real life has been getting in the way and, as you can see, there is a fair bit crammed into this issue. Hopefully reading it will make the long, dark nights ahead a little easier to take.

The festive season is just around the corner but, rather than spending all of it stuffing mince pies and mulled wine, I would urge you to get in touch with Martin Newson and see if you can join the team of marshals for the Targa at Stanta on December 29th. Hopefully I'll see some of you there.

To get you into the festive spirit, don't forget the last club night of the year on December 20th, where you can enjoy some lovely grub, a quiz and a Christmas raffle. Once Christmas is out of the way, there will be lots of motorsport to keep you all busy. The Trials and 12 Car championships are in full swing, while the Snetterton round of the Motorsport News Circuit Rally Championship takes place in February.

In this issue, you will find the first part in a series of articles by Richard Leggett, covering his exploits on the Hero Classic Marathon in Greece. This first part is something of a teaser, outlining his journey to Greece and the opening tests, but I felt it was worth including, as it does illustrate just what a mammoth undertaking the event was. Thanks to Richard for sharing his story and you can keep up with his adventures over the next few editions of Spotlight.

I also want to take this opportunity to mention the recent Preston Rally. This year was my fifth year as a marshal on the rally and, as always, it was a fantastic. Well done to all the SCCoN members that took part and to all those that were out manning controls all night. My team were rather lucky, in that the only heavy rain we came across was while we were driving between sections, so we stayed drier than some and it was probably the warmest Preston I've ever done.

As most of you will know, this was the last year for the current organising team and they certainly deserve special mention for their efforts. Hopefully the rally will return in some form in the future, as it's a unique event and I am a little disappointed that I am yet to have a go as a competitor!

I hope you all have a great Christmas and New Year. Enjoy the issue.

Until next time.

Jon Scoltock – Editor, Spotlight
Spotlight@SCCoN.co.uk

If you'd like to read more of my motorsport-based ramblings, you can find me on the below social media channels:



www.Twitter.com/MaximumAttackDT



www.Instagram.com/MaximumAttackRallying

December at a glance...

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 SCCoN club nights are currently held at the White Horse, Trowse, NR14 8ST. Any change in venue will be communicated through Spotlight or the SCCoN website. For directions, please refer to the map at the bottom of the page.

Please join us at 8pm at the **White Horse** on Thursday 20th December for a special Christmas Natter & Noggin.

There will be festive food, a Christmas raffle and a quiz, so bring a pen and don't miss out on the festive fun.

Diary Dates

Saturday 15th December
Snetterton PCA
Sporting Car Club of Norfolk

Sunday 16th December
Wattisfield Winter Trial
West Suffolk Motorsport Club

Saturday 29th December
Stanta Targa
Sporting Car Club of Norfolk

Marshalling

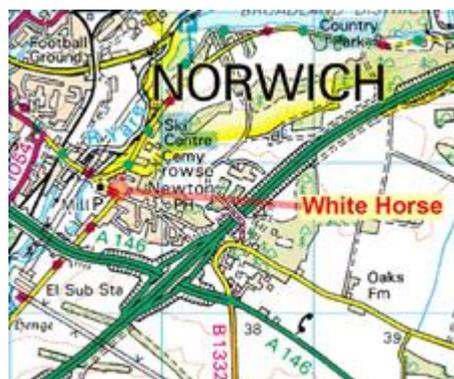
Marshal Points:

Saturday 15th December
Snetterton PCA

Saturday 29th December
Stanta Targa Rally

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting the Championship Coordinator.

The next club meeting will occur on Thursday 20th of December, at the [White Horse](#) in Trowse, NR14 8ST



2018 Dates	Event	Champ.	Contact(s)
Saturday 15 th December	Snetterton PCA		
Sunday 16 th December	Wattisfield Winter Car Trial	AMSC 2018 Trials Challenge	West Suffolk Motorsport Club
Thursday 20 th December	Club night		
Saturday 29 th December	Targa Rally		Anglia Motorsport Club

For the latest information on upcoming club events, visit www.scon.co.uk/index.html



"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.



Event Report – The Preston

By Paul Doodson

The older I get, the more difficult it is for me to stay awake after 10pm. It is thoroughly due to the influence of Ian Orford that I was able to stay awake all night, so as to marshal on the Preston.

From our point, we were very lucky with the weather. The only rain was at our first control. I am able to say that most of the competitors obeyed the instructions, stopped and dipped their lights at the control board, albeit at some crazy angles. It was extremely muddy and my old 4x4 looked as if it had taken part in the event itself. Still I don't have to clean it – our cousins from Eastern Europe are very good!

Our second control was quite difficult to find, as the map we were given was somewhat ambiguous, and didn't agree with the OS map. After a bit of searching, the correct place was found. It was the start of a section and meant we were able to have a very quick chat with some of the entrants, who were most cheerful (we did note that one lady co-driver did not seem at all happy, as she had a face like a bulldog chewing a wasp!)

The notable entrant was our very own Geoff Bateman (who had come down from darkest Wigton to take part). He was last on the road at our first control, but now was, amazingly.....fourth from last on the road!

Still going and it seems in fine health was Rob Kitchen, Jonathan Stimpson and Peter Riddle (in his new Nova – he must be very happy with the result after all the hours spent in preparation). Julian Riley had, by this point, worked out how to use the window winding handle, rather than open the door, as at our first control, nearly taking out Ian's legs. Close on the heels of Peter was John Peterson.

The father and son team of Andrew and Dale Lawson were still in the running. However, something was amiss with their MG, as it was extremely noisy. They later retired at MNT50. A great shame really, as they had great hopes for a top 10 finish. With a bit of sponsorship, I am sure Dale could do so much better. I am still trying to understand why Andrew telephoned me at 4:30am, especially as I was asleep by then (we had no need to go to the finish, as we handed our clock to Jim Bowie, at the end of our time control.)

Tony Hewitt, we never saw. He retired at TTC 6 and, I expect, after making a phone call to his family, was off for "an early bath" no doubt.

Sadly, the car of Jens Neumeister/Richard Drydale (Volvo 740) didn't make it to our second control. It retired with front suspension failure. It is not often one sees this type of vehicle on an event like the Preston. I really would have liked to have been able to have a few moments with them, but it was not to be. So, all in all, it was a very good result for a small club like SCCoN.

Hero of the event and thus, top SCCoN, was Rob Kitchen – fifth overall. Ninth overall was Jonathan Stimpson (who is now demoted to babysitting duties I do believe (Oh what a happy Christmas he has to look forward to!) Peter Riddle was 29th, John Peterson 31st and Geoff Bateman 53rd. We do not mention Mark Banham finishing 56th – He is a Kings Lynn member! Well there you have it.

Paul Doodson

Marshals Post

Just when you thought you might have to go shopping to get out and about in the sunshine, we can help!!!!

Below you will find a number of dates for upcoming events, all of which directly involve the SCCoN team as part of the management of the event. Please come out and support us if you can:

Snetterton Tarmac PCA – December 15th, 2018

Don't worry, not too early a start for this one, with the test set-up beginning at 9.00 and signing on at 10.00, with the test running from 11.00.

Entries are still open, (why not have a go). If you are concerned about entering, you could have a passenger ride instead.

Stanta Christmas Targa – December 29th, 2018 (see SCCoN website)

On Saturday 29th December 2018, Anglia Motor Sport Club, will organise a "closed to club" single-venue Targa Rally at Stanta Battle Ground, Norfolk in association with Sporting Car Club of Norfolk, West Suffolk Motor Sport Club and Eastern Counties Motor Club.

Stanta is a venue we have recently gained access to, and currently organise an annual Autosolo event, but we have secured an additional area to enable us to run a Targa Rally. Stanta is the training site for the military and it is an honour to be able to use the venue. The Targa Rally has a number of one to two mile driving tests set out in different layouts which may vary during the day.

As always, the event needs a large number of marshals. Please find the Marshal Registration form on either the SCCoN website or ECMC website or WSMC website. A voucher will be provided for each Marshal to exchange for a snack and drink during lunch.

Any questions, please contact the Chief Marshal or the Secretary.

Snetterton Stages Rally – February 16th, 2019

The 2019 event follows the successful and enjoyable 2017 and 2018 events at the Snetterton Circuit, run by Anglia Motor Sport Club (AMSC).

The overall format will be similar to last year's event, maximising the opportunities available at the venue by utilising a mixture of on and off circuit roads.

We are already signing up the marshals for this, so please enrol through the Snetterton Stages 2019 website: www.snettertonstagerally.co.uk

You can contact Martin on 01502 716280 or by emailing cjnewson32@yahoo.co.uk

Further information is available on the Marshalling page of the SCCoN website: www.scon.co.uk/html/marshalling/marshal.html

Marshals Post (cont.)

By Martin Newson

Below are the thoughts and observations of John Fife, the Scottish Motorsport reporter.

These thoughts echo mine – the worry of finding enough marshals always concerns me. There will come a day when we have to cancel an event due to a lack of marshals

One perennial topic concerns marshalling – the attraction, training and retention thereof. So far, no-one has come up with a scheme that successfully achieves all three aims. For sure we are getting close and the MS UK's current scheme is the best that they have created so far. The Welcome Pack for each new Marshal is a great idea, but more needs to be done to incentivise and reward these vital volunteers.

I'm not suggesting for a minute that we reward them with cash. The sport can't afford to pay 10,000 weekend warriors to turn up and man their stations. That would kill the sport quicker than the world's funniest joke (see Monty Python sketch: <https://www.youtube.com/watch?v=iemp4J3pW7U>) but they do need to know that their efforts are recognised and appreciated.

The last thing we need is some poor sodden wet, bedraggled and frozen sod, clad in dripping ice encrusted dayglo orange and standing out in the elements being harangued and berated by a warm and dry driver and co-driver for writing the wrong time in the wrong box on their Time Card, or dripping water over their paperwork. That's for CLOs to sort out, surely.

The idea of 'goodie' bags for rally Marshals is a great idea. Especially if they contain some life sustaining nourishment like a bottle of ginger, bag of Haribo, crisps and choccy biccies (for instant energising sugar rush of course, and not to be recommended as part of an otherwise healthy diet – end of Public Health & Safety announcement) plus any other goodies that can be sourced from donors and sponsors – and maybe a woolly hat for the more northern based events. But perhaps we can, and should, do more.

As part of this, the idea of incentive/rewards schemes has long been mooted but no long-term campaign has ever been successful.

Which called to mind an idea which was launched in the mid-1980s but failed because of lack of club/event response, but could be resurrected now, given that we have access to new technology.

The original scheme awarded points on an attendance basis. The more events a Marshal attended the more points he/she got and at the end of the season, when special prizes would be awarded to those who had turned out and officiated most often.

The Scottish Rally Championship actually launched a scheme backed by Golden Wonder Crisps, who sponsored equipment as prizes and a trophy or two. The idea was that each club/event would photocopy their Marshal's signing-on sheets and post them to the Co-ordinator to allocate points.

Hard to believe now but photocopiers weren't quite mainstream 30 years back, and although the scheme got off to a great start, it lost impetus.

Marshals Post (cont.)

Perhaps this idea can be resurrected quite easily now. By taking a photograph of signing-on sheets with a smartphone, such information could be sent much more quickly and easily these days. Every Marshal and Official has to be signed-on, haven't they? All we need is a mug, sorry, volunteer, to co-ordinate the scheme and manage a spreadsheet.

Simples, eh? Or maybe not. No doubt some jobsworth will pipe up and moan about personal information and the data protection act, but there must be a way round that for such a scheme as this, surely.

I don't see this as a UK national scheme, more a regional scheme or championship scheme just to keep costs under control and co-ordination manageable, but who knows, the idea might have merit on a grander scale.

Another successful (as judged by those who were there) event which was poorly attended was the recent 'Club Development Day' which was hosted and run by Rory Bryant and Gillian Day at Scottish Motor Sports. What these two have proved is that you CAN teach an old dog new tricks and, given that many clubs are run by 'auld dugs' these days, that's as good a reason for turning up as any.

Many current club committees may think they know how to run a successful club and organise popular events, but with declining numbers of club members and competition licence holders right across the UK, we need to employ new ideas and technology to reach out to folk, and just like Marshals – attract, enthuse and retain. So next time SAMSC/SMS organise such an event, try and get some of the youngsters from your club to attend.

And finally, Training. Another contentious subject you may think, but vital for the future of the sport, across all disciplines. It's not just Marshals who need to be trained but everyone who holds an 'official' post or duty on an event, from Timekeeper to Clerk of the Course.

Unfortunately, it's not only the sport which demands trained and qualified officials these days. We are all only too well aware that the wider society is making these demands too. The sport cannot ignore this and must comply. If we don't, there is an army of legislators and legal firms who can be called upon by the unsatisfied and the aggrieved to swoop on us poor unfortunates who are only doing our best.

The days of 'doing your best' is not quite good enough in these cantankerous times, hence the need for training. There are many old hands out there who get quite indignant at the idea of them needing 'training' and perhaps we need a new word for such a practice. They don't actually need 'trained' just introduced to new standards which have to be met.

The process itself can be quite enjoyable as it provides the chance to meet up with like-minded folk and discuss the new practices/standards which have to be met. Because that's what training is all about – learning. Trainers will learn just as much from these sessions as those in the body of the kirk. It's always a two-way process, so next time there is a Training Day, please participate.

The SAMSC will advise of upcoming Training Days on their website but clubs and individuals can always contact them for specific needs. Of course, staging such events can be costly, but MS UK will at least subsidise the costs if not cover them all.

So, what's to lose but a bit of time? Just the future wellbeing of the sport if we don't!

Anyway, just some thoughts from a quiet observer. Anyone else got any better ideas?

Christmas Natter & Noggin



Please join us for the Christmas Club Night

You will be able to enjoy lovely festive grub prepared by the lovely ladies of SCCoN

Peter Riddle has kindly put together a motoring-related picture quiz for you to test your knowledge – Make sure you bring a pen!

There will also be the traditional SCCoN Christmas Raffle – If you have anything that would make a suitable raffle prize, please wrap it and bring it with you

White Horse, Trowse, Thursday December 20th



2018 / 2019 AMSC Trials Challenge



Round	Date	Venue	Organising Club
4	16 th December 2018	Wattisfield	WSMC
5	1 st January 2019	Seckford Hall	ECMC
6	20 th January 2019	Harlton	CCC
7	10 th February 2019	Holbecks Park	WSMC
8	17 th March 2019	Wattisfield	WSMC
9	14 th April 2019	Ivinghoe Aston	FMC

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

SCCoN Window Stickers

A limited number of SCCoN window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker measuring 195mm x 80mm.

Please email Mike Smith at mikey.j.smith@btopenworld.com if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that, if there is sufficient demand, more can be printed.

**SCCoN Event: Snetterton Production Car Autotest –
Saturday 15th December**



Snetterton Circuit

Tarmac Production Car Autotest



The venue will be hosting a track day
all the circuit facilities will be open

Tests will be laid out on the '100' circuit car park

Regulations and online entry available on the website, www.sccon.co.uk

The Micras will be available

Marshals also required

If you would like to help, please use the online marshal registration form available
on the website

Thoughts from Afar (Well Mull Anyway)

by Martin Newson

It has been the same for the last six or seven years; Saturday head North West to spend the night in Carlisle, then up at around 7.30ish and carry on towards Glasgow, then on again to Mull.

The miles were soon behind us but stopping off at the Green Welly boot shop on the way always take an hour or so. Every time we stop at the Welly boot shop, we find a lovely collection of cars doing the run up the hill to Glen Coe, and this time was no exception, with a number of Classic Fords assembled in the heavy rain.

The journey seems to be routine now, as we have done it at least seven times. Our house this time was in Salen, which is about half way down the island, on the east coast. It was quite a new build, and very comfortable, with four bedrooms and four bathrooms. Christine was in kitchen heaven, with plenty of room, unlike the one at our house.

We arrived on the Sunday afternoon and soon felt we were home. On Monday we did our normal tourist things until Maggie and Geoff joined us on Tuesday. That meant we would give them the Island tour on Wednesday, pointing out the stage starts and finishes for the special stage rally.



Christine and I volunteered to marshal the Targa rally again this year and go to see Geoff and Maggie throw their little Peugeot 205 GTI around with lots of sprit. As you should read below, the Peugeot team had a great time.

I think, like us, they will be coming back as the main event should be back for 2019. Hopefully there will be some more sunshine in 2019 as it rained every day this year. Below is an article by John Fife, Scottish rally reporter. You can read and follow him through Facebook, his articles are very entertaining.

Beatson's Building Supplies Mull Targa Rally, Sat 13th October

Written by Jaggy Bunnnet on October 22, 2018

It wasn't so much a whitewash, as a white rose wash, with four Yorkshire crews in the top six, plus one from Derbyshire, ahead of the best Scots crew who finished sixth on the 2018 Beatson's Building Supplies Mull Targa Rally. Perhaps even more of a shock to the system was the fact that a 46-year old, 1300cc motor car finished equal second overall in amongst the more 'modern' machinery.

However, in this case, 'modern' is a relative term as there were some rather 'special' vehicles in the entry list which had been bought (or rescued from recycling centres) with little in the way of motor sporting heritage for this particular event. The emphasis here was on sporting enjoyment, although quite a few are regular Targa Rally competitors and they displayed a bit more knowledge of the rules and nature of the competition. Mind you, that didn't stop the numpties from entering and taking part and thoroughly enjoying themselves, despite their lack of such essentials as maps and timepieces.

Bevan Blacker and Abi Ruddock splashed their way to a 40 second victory in their Peugeot 106 over the Suzuki Ignis of Geoff Dean and Suzanne Barker. They were quicker over the timed tests than Geoff and Suzanne, with the Ignis pairing closing the gap a little on the Regularity Tests – but don't ask me how. The method of computing results from Regularity timing has me thoroughly baffled so thank

goodness the Saltire Rally Club stalwarts were helping out the Mull CC squad and Raymond's rally results emporium.

The idea is simple, to traverse a measured distance at a set average speed with time penalties added for early or late arrival. As for calculating the points to be scored or deducted, that's for sharper minds. Perhaps it was no wonder then that three of the top four navigators were ladies, or is that a dangerous sexist accusation these days? Whatever, a good and intelligent multi-tasker would appear to be a vital requirement to enjoy success in this sport.

Past experience must also help too. For instance, Bevan contested this event last year and finished 50th o/a while navigator Abi competed with her Dad in an Escort Mexico and finished seventh. This event was the first time that Bevan and Abi had got together, and what a result. The pair led all the way from start to finish and proved the theory that neat and tidy round the sodden Timed Tests was the quickest way to a good time, although Bevan did admit to one scary moment or three when the Peugeot got into a bit of a tank-slapper on Test 11 in Fishnish Forest.

"We borrowed a trip meter and used that for the first time," said Bevan, "so that helped. The tests were excellent, they were nice and slippy although I nearly lost it in one test when the car was side to side in and out of ditches for 100 yards. We loved it."

There was actually a tie for second place at the finish between the Suzuki of Geoff Dean and Suzanne Barker and the Lancia Fulvia of Andrew Johnson and Dave Boyes. The tie decider was the faster time on the opening test of the day where Geoff was four seconds quicker, although Andrew was penalised 10 seconds for striking a cone – but quietly adamant he didn't touch it, but said nowt! A real sporting gent, eh?

That's not to criticise the Marshals or the Observers, as it has to be mentioned in passing that it rained a bit on Mull on the Saturday. Like all day. The only time it relented was when it was drawing breath to drop more on the poor sods standing out in it trying to keep tabs on progress and time keeping. It appears that Traffic Cones used as Test markers must be treated like an endangered species. Look but don't touch, as penalties will be applied.

Anyway, Geoff and Suzanne got the runner-up award in their 150-quad scrapyard dodger. The car was driven from Yorkshire to Mull, did the Targa and was driven home again afterwards. How's that for cheap motor sport, although they did have to buy a tyre. They punctured a rear tyre on Test 5 and had to do Test 6 with it like that before changing to the spare.

Andrew Johnson and Dave Boyes finished third in their Lancia, but despite the car's age and heritage, Andrew didn't spare the poor wee thing. Apart from the Cone penalty the duo had to contend with a misfire on the second run through Fishnish timber yard when a water splash flooded the engine compartment and filled up a spark plug well, but that was easily fixed. They also dropped time when they sped past a Code Board and had to back up to see what it was. Easily done in a left-hand drive car when the driver has to look out for the Code Boards which are usually placed on the left and shout across to the navigator while keeping an eye on the road. He also might have broken a finger: *"I broke it two months ago,"* said Andrew, *"and I think I've done it again. It's the same finger and it's aching quite a bit."*

Top Scots were Craig Wallace and Clifford Auld in sixth place in the Corolla despite damaging a brake disc on the first stage of the day and carrying on despite some "braking deficiency" problems and no handbrake (just don't tell the Polis) while Ryan Hay and Niall Thomson lost out on the top six by seven seconds in their Toyota Paseo.

Allan Clark had been in the hunt for top points early in the day till an alternator problem dropped his Avenger back, while Alan Ross lost out on the top ten when he beached the Citroen in Test 11 and had to get pushed out by Marshals. Duncan Cameron might have done better than 24th overall had it not been for his navigator, one Tom Hynd Esq. Despite his years of experience, Tom explained: *"I'm messing up the Regularities. We were having 'discussions' in-car, which doesn't work. In fact, we actually got on better when Duncan told me 'to shut the f up'!"*

One Regularity also caused a minor problem for Martin Oglesby in the Kadett: *"We met a horse on the road – was that a case of force majeure, or horse majeure?"* Oh, please yourselves. Malcolm Davey, the number two seed in the MGB lost time with a puncture while Richard Wardle was having a trying time in the Escort he had just acquired. He contracted the services of Jonathan Mounsey as navigator and had to impart his vast knowledge of co-driving skills accumulated over 50 years to Jonathan who learned his new 'craft' in an hour on public roads the day before the rally, with Richard muttering: *"He's a better Nav than me now!"*

Alexander Ireland did well too. He finished 50th o/a on his first ever event with his Dad navigating the family Corsa – and he only passed his Driving Test the week before.

There were some other sterling performances from the 'nutters brigade' led by Fraser Hughes and Peter McInnes who left Tain at 3am in the morning in their Mazda MX5, did the rally and then headed back immediately to the Ferry Terminal for the last boat to get back home – and had no hood on the Mazda. Wet doesn't cut it, neither does drookit, but one wonders just how Peter managed with his paperwork in the pouring rain!

Speaking of drookit, a certain Drew Struthers allowed enthusiasm to get the better of him at one Test start when he sprayed the poor, already sodden, Marshal with a fine layer of mud from the Avenger's wheelspin. He was dreading the return visit to the Test, but the mud-caked Marshal was non-plussed by the whole experience commenting: *"You'll no' can get me this time – it's dry here!"* Mull Marshals are a different breed, eh?

And surely the best 'Pace Note' of the day was uttered by the normally cool, calm and collected Iain Thorburn: *"No, No, No, No, No, where the f*** do you think you're going?"* as (Alan) Clarky 'the Desperate Dairyman' overshot a junction at full pelt.

The success of this year's event (and last) has already made more than a few folk think about setting it up as an annual fixture, perhaps earlier in the season with the 'big' Mull running later in the year as usual, and given the enthusiasm and enjoyment of those who participated, this might actually be a good idea.

Top Ten

1. Bevan Blacker/Abi Ruddock (Peugeot 106) 26m 27s
2. Geoff Dean/Suzanne Barker (Suzuki Ignis Sport) 27m 07s
3. Andrew Johnson/Dave Boyes (Lancia Fulvia) 27m 07s
4. Dave Leadbetter/Cath Woodman (BMW 318Ti) 27m 14s
5. Tom Spencer/Sam Spencer (Vauxhall Corsa) 27m 29s
6. Craig Wallace/Clifford Auld (Toyota Corolla G6R) 27m 49s
7. Ryan Hay/Niall Thomson (Toyota Paseo) 27m 56s
8. Kevin Savage/Phillip Savage (Suzuki Ignis Sport) 28m 11s
9. Mark Standen/Ian Canavan (Proton Satria) 28m 45s
10. Fraser Hughes/Peter MacInnes (Mazda MX5) 28m 52s

Full results on: www.scotresults.co.uk



The **Association of Eastern Motor Clubs** is one of thirteen Regional Associations created by the Motor Sports Association for the purpose of co-ordinating motor sport affairs in their respective areas and to act as a link between the **Motor Sports Association** and Motor Clubs.

I assume that all club members are aware that Sporting Car Club of Norfolk is a member of the AEMC. The AEMC has a very informative and useful but poorly supported website. Recently there has been a debate about how to avoid date clashes for events organised by local clubs. Theoretically the AEMC website is the place to go to check dates, unfortunately this relies on the member clubs providing the AEMC webmaster with up to date information. If it was an end of year school report the comment against the club would be 'must try harder'.

Event Report – Lyng Trial

By Paul Doodson

This was the first time I had marshalled on the Lyng trial. It must be mentioned here that the event only happens due to the extreme efforts of Dave Leckie, who has to jump through all sorts of hoops and meet people, just to get the event started. I am happy to inform you all that David is retiring next year, so he will have even more time to organise next year's event, which should be something to look forward to.

This year's event was most enjoyable. There were at least 30 starters and more marshals than we could cope with, no doubt helped by the sunshine and clear sky. All the marshals were allocated their tests, except for Hon Chairman, Mark Annison, together with his side kick, Ian Humphrey. These two gents, together with Trevor Addison, Alan Sampson and yours truly, acted as recovery marshals with our 4X4 vehicles. Thankfully our services were not needed, except in extreme cases. One notable one was the extraction of the Leggett Racing Fiat 500, a really powerful machine if there ever was one! It got stuck on the final section of test 5, which was a slope of 20+ degrees. Once my tow straps were attached, and after a couple of tugs, I was told by the marshals it went up the slope faster backwards than it was going forwards. *"It came out like a cork coming out of a Champagne bottle!"* was the expression used. Test 5 was not used in the afternoon, as it was causing some congestion and time was against us as well as the light (That could be an idea for next year – a test in the dark – could be fun!)

I hope to see you all on the 15th of December at Snetterton, when Howard Joynt is organising an event on Tarmac. I expect the Micras will be putting in an appearance.

Some of you are aware that I was in Belgium early in November. The report of that trip, I hope, will be in the New Year edition. I wish you all a Happy Christmas and a safe New Year.

Paul Doodson

Event Report: Lyng Garage Car Trial (cont.)

Lyng Garage Car Trial
 Sunday 18th November 2018
 Cadder's Hill, Lyng
 Round 3 of the 2018 / 2019 AMSC Trials Challenge

AWARD WINNERS

Award	Driver	Car
o/a	Peter Hanman	Dellow Mk1
Class 1	Dick Lines	Toyota Yaris
Class 2	Ben Cutting	Nissan Micra
Class 3	Richard Leggett	Fiat 500
Class 4	Tim Hanman	Dellow Mk1
Novice	Mark Peterson	Toyota Starlet

And a very big thank you to all the marshals, an exceptional turn out.

Set Up: David L, Howard, Peter & David B

Catering: Christine, Phil & Suzanne

Clerk: David L

Scrutineering: Mark & Ian

Documentation: David B & Peter

Hill 1: Trevor, Alan, Martin, Mark & Ian

Hill 2: Peter, Julian, Sara, Matthew & Ali

Hill 3: Howard, Vini, Keith, Tony, Neil & Mick

Hill 4: Bryan, John, Paul, Michael & Christine

Hill 5: Dan, Matthew, Colin, Brian & Dave

Results: David B

2018 / 2019 12 Car Championship Calendar

Round 3 B & H	Fri 25th Jan 2019	Howard Joynt & Bernie Fox
Round 4 Canada Garage Motorsport	Fri 22nd Feb 2019	Mark & Lorraine Annison
Round 5 Lyng Garage	Fri 29th Mar 2019	Jonathan Stimpson & Rob Kitchen

2018 / 2019 12 Car Championship Tables (after round 2)

Overall (top 10)			
Driver		Navigator	
Matthew Mantle	21	Colin Mantle	21
Garth Collier	20	Michael Collier	20
Paul Brunton	16	Nick Wale	16
Mick Beauchamp	15	Simon Howlett	14
Ben Cutting		Tony Hewitt	12
Jon Bray	14	Steve Cumbers	10
Brad Howlett		Simon Hawken	
John Peterson	12	Peter Riddle	9
Gordon Shipley	7	Ben Rivett	7
Rob Kitchen		David Smalley	

Expert			
Driver		Navigator	
John Peterson	13	Peter Riddle	7
Rob Kitchen	7	David Smalley	

Intermediate			
Driver		Navigator	
Ben Cutting	7	Peter Riddle	7
Bradley Howlett	6	Simon Howlett	6
Jonathan Stimpson	5	Peter Riddle	5

Novice (top 3)			
Driver		Navigator	
Matthew Mantle	12	Colin Mantle	12
Jon Bray	11	Michael Collier	6
Garth Collier	5	Colin Mantle	5

Easy Peasy Table Top Rally – Thursday 15th November 2018

#	Topper(s)	Class		Marks	Tie Break	O/A	E	N	S	T
		Expert Novice	Solo Team							
4	Ian & Gill	E	T	-	58	1				
5	Matthew & Diane	N	T	138	58	2		1		
2	Howard & Paul	N	T	198	72	3		2		1
1	Garth & Michael	N	T	216	45	4		3		2
12	Colin	N	S	232	47	5		4	1	
9	Sara	E	S	357	115	6	1			
3	Dick & Dave	N	T	417	84	7		5		3
7	Lorraine & Christine	N	T	440	57	8		6		4
10	Peter	E	S	715	65	9	2		2	
6	Ian & Mark	N	T	815	90	10		7		5
8	Julian	E	S	Retired mal-de-nav						

2018 Clubmans Championship Calendar

Round 6 Snetterton Tarmac PCA	Sat 15 th Dec 2018	Howard Joynt
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2018 Clubmans Championship Table (after round 5)

Clubmans (aka Summer Series) (top 10)						
	PCA	PCA	Scatter	PCA	Table Top	Total
Matthew Mantle	23	24	15	20	19	101
Garth Collier	21	28	18	14	14	95
Dick Lines	30	25	25		10	90
Colin Mantle	15	12	15	18	13	73
Diane Mantle	12	7	15	11	19	64
Robin Lines	17	21	25			63
Toby Groves	24	31				55
Oli Dennington-Price	22	26				48
Michael Collier	8	6	18		14	46
Andrew Lawson	27			15		42

What's in a Name?

by Peter Riddle

I attended an event held recently at Lotus' Hethel HQ to celebrate 70 years since Colin Chapman built the first Lotus. While there, I was fortunate to meet and have a chat with Elisa Artioli, who was the inspiration for the model name of the Lotus Elise. When that car was first unveiled at the Frankfurt Motor Show in 1996, 2-year-old Elisa was revealed where she had been sitting patiently inside the car, underneath the cloth cover. And that meeting started me thinking about car names.....



Elisa Artioli, alongside the car that her name inspired

In the early days of motoring, most cars were named after the founder of the company, so Karl Benz and Gottlieb Daimler gave their surnames to the vehicles they built in 1886, while the following year, René Panhard and Émile Levassor built the first Panhard et Levassor car in France. The Marquis de Dion and Georges Bouton pre-empted Rolls Royce by taking out the 'and' when they launched De Dion Bouton automobiles in 1883. The names of a few motoring pioneers, such as the Renault brothers, Armand Peugeot and Henry Ford survive as car marques to this day.

Early model names were often factual such as 'Phaeton', similar to a horse-drawn Phaeton carriage, 'Voiturette' for little car and 'Vis-à-vis' meaning face to face seating positions. Gradually the model names tended towards Model types such as the Ford Model T or numbers based on their nominal horsepower. Many manufacturers produced a 'Twenty' in their range and most were premium models, particularly the Austin Twenty of 1919. But when Rolls Royce produced their Twenty in 1922 it was a more affordable model aimed at owner-drivers rather than those who employed their own chauffeur.



Mercedes Jellinek

Like the Elise, other cars have been named after people not directly connected with their manufacture and the most far reaching of these must be Mercedes. Emil Jellinek was a businessman from Vienna who became a main agent for Daimler cars in the 1890s. He had always been interested in speed as evidenced by his sacking from his job with a Moravian railway company when he was only 19 years old. He had been organising highly unofficial train races late at night! In 1899 Emil entered Daimler cars in all five events of the French Riviera Speed Week and he called his team 'Mercedes' after his daughter. He won all the races and his racing team became so successful that, when Daimler launched their new technically advanced racing car in 1901, they called it the 'Mercedes 35 horsepower' and the Mercedes name has been used by Daimler AG ever since.

In 1957, after extensive market research, Ford USA launched the Edsel Division of the Ford Motor Company, named after Henry

Ford's son Edsel, who had died aged 49 in 1943. Edsel Ford's son, Henry Ford II didn't want his father's name to be used in this way, but he was over-ruled by the other board members. The Edsel failed to live up to the hype of its launch and the name has become synonymous with commercial failure. The demise of the Edsel brand was announced just two years later in 1959.

The Ferrari Dino, was similarly named after Enzo Ferrari's late son Alfredo, who had sadly died in 1956 when he was only 24. Alfredo was always known as Dino and, interestingly, just like the 'Ford' Edsel, the name Dino was used as the marque name rather than a model name. So, from 1968 to 1976, 'Ferrari' Dinosaurs were marketed as Dinosaurs (not Ferraris) and wore no Ferrari badges. Nowadays, they are almost universally referred to as Ferrari Dinosaurs and are highly sought-after.

More recently, the Vauxhall Adam (in reality a re-badged Opel) is named after Adam Opel who founded the Opel company as a bicycle manufacturer in 1887, but never lived to see his two eldest sons develop the business into a maker of automobiles.

The Rolls Royce Silver Ghost was one of the first cars to gain a model name, though it was originally a nickname given to the 40/50hp model by Autocar magazine. Rolls Royce continued the ethereal theme with their Phantom, Wraith and Spirit models. Other manufacturers have employed consistent themes for their model names: in the 1950's the British Motor Corporation had developed William Morris's principle of naming his cars after places (initially his Morris Oxford and Morris Cowley) into a range that included Cambridge, Cowley, Devon, Hereford, Oxford, Somerset and Westminster models. All solid, respectable place names but other manufacturers have gone for more exciting places like Ford's Cortina, Capri and Granada, Vauxhall's Firenza, the Healey Silverstone, Buick Riviera, Opel Monza and Lancia Monte Carlo. The motor racing theme took on greater prominence when BMC announced their Mini Cooper in 1961 and Ford launched the Lotus Cortina in 1963. These tuned versions of everyday saloon cars gave really worthwhile improvements in performance, but Vauxhall's Brabham Viva was a case of paying lip service, because it stayed at 1159cc and had only 9 bhp more than a standard Viva, whereas the first 997cc Mini Coopers had an extra 21bhp in a much lighter car. More recently, the racing connection has continued with Cosworth variants of both Ford and Mercedes models and Renault joined in with their Clio Williams pocket rocket. I once tried a Clio Williams Mk1 and was put off that car by something as simple as the clutch foot-rest. It was made from flexible plastic and, if you used it to brace yourself when cornering hard, it felt very insecure.



ZIL 41047 limousine seen at Greenwich

Sometimes when one manufacturer uses a model name, others jump on the bandwagon and pick a word with similar meaning. Hence Armstrong Siddeley's Hurricane, Lancaster and Whitley models, based on wartime aircraft, were followed many years later by the Triumph Spitfire and Bristol's Blenheim and Fighter models, though I don't think any car has ever been named after the Wellington - neither bomber or boot! Mentioning Hurricanes, the names of winds have been attached to a large number of cars, especially Maserati with their Mistral, Ghibli, Khamsin and Bora. Maybe they got the idea from Ford and Lincoln's Zephyr models of the 1950s and VW's Scirocco is a newer example.

Jaguar must rank as one of the greatest car names; first used as a model name in 1935 but, shortly before the end World War II in 1945, the company (and hence the marque name) was changed from SS to Jaguar, thus deflecting any confusion with those nasty Nazi fellows. Other auto makers who have resorted to the cat family are Panther Cars (made from 1972 to 1990), the Sunbeam Tiger, Mercury Cougar and Ford Puma. The Reliant Kitten provides an accurate description of its small size and lack of power, while the Leyland Leopard was much larger - a 30 to 36-foot-long single-decker coach. I'm guessing that the name of the little Messerschmitt Tiger of 1958 was intended more as a reference to the German battle tank than an expression of admiration for British Jaguar cars!

There has also been a resurgence in the use of numbers for the naming of cars; from low numbers like the Fiat Uno, MG3, Audi Quattro, Renault 5 etc. via a horde of three-digit numbers like Peugeot's 106, 205, 404, 504 etc. and Fiat's 124, 125, 126, 127 and 128 right up to the Porsche 911. But of all the model numbers I've found, by far the most extraordinary must be those used by the Russian manufacturer Zil. As an example, if you were a member of the Politburo of the USSR in 1985, you might ride in a 7.7 litre 7-seater ZIL 41047 limousine weighing 3.4 tonnes. If you're a Russian truck operator you might run a ZIL 432930 truck with a 6-tonne payload.



ZIL 432930 6-tonne truck

But my personal favourite model names are the Citroen C15 Visa vans that were voted 'Van of the Year' in 1985. Marketed as 'Van Blanc' and 'Van Rouge', I leave it to you to guess their colours.

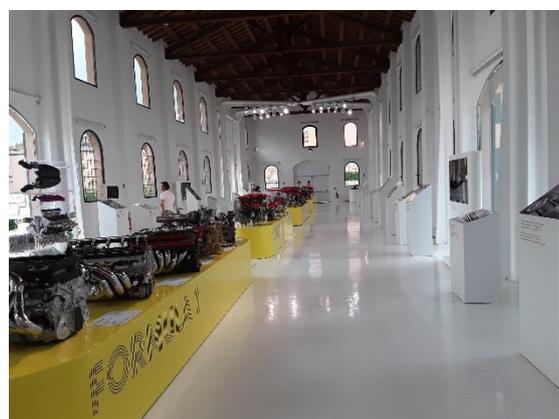
HERO Classic Marathon, Greece (part 1)

by Richard Leggett

As you probably know, I competed in the HERO Classic Marathon Greece, which I saw as a once in a lifetime experience. I had been searching for an experienced navigator, but it soon became clear that I would have to pay some or all of their costs. Quite unexpectedly, whilst chatting with an acquaintance at a mutual friend's daughter's wedding (a month before the Rally) he said that he would love to do the HERO Classic Marathon Greece and what size contribution would I like! This was a good start. Julian explained that his father was into classic cars, but he had shown no interest. His only experience of Navigation was orienteering at school, but he was sure that he would pick it up.

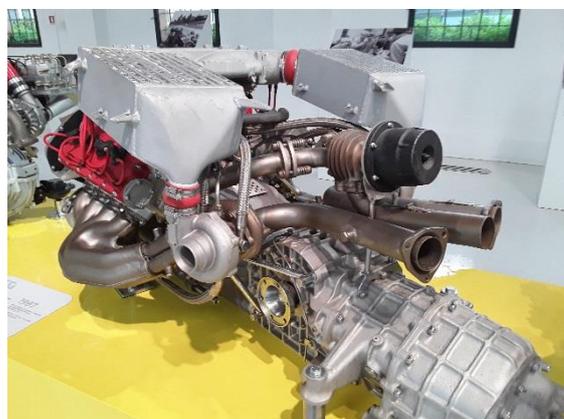
On the car preparation side, unforeseen issues were still cropping up, i.e. the tyre recommendation changed from gravel to extra duty a month before the Rally. My local tyre supplier recommended a choice of three makes, so I chose Dunlop. His supplier took a week to send three of the four ordered and the final one arrived two days before I left, while the new steel wheels arrived one hour before I left instead of two weeks as planned!

The journey to Italy was uneventful, including a stop at a Swiss motorway services for breakfast. It was like a cross between a canteen and Harrods food hall with prices to match. Very smart! A good place to stop. I pressed on to Modena, enjoying the scenery, arriving at a pedestrian only square. The exit to the hotel was blocked, so I decided to walk instead. Walking back to the square, I spotted a sign for the hotel down a side street which took me to the Hotel Liberta, so I went back and collected the car and it spent the night in their garage.



The Ferrari Museum

I collected a map of the town from the hotel reception and walked to the Ferrari museum, which was open until 8pm. I had a pleasant couple of hours looking round but felt a bit under the weather and discovered the reason when I went to the toilet! I bought a ½ litre bottle of water and drank that and, on the way to the main square, I passed a small shop and purchased a two-litre bottle and drank half of that – dehydration had struck. This cost 85c whereas the ½ litre earlier had cost 2 Euros so I told the Pakistani shopkeeper to put the change in the charity pot. He didn't understand what that was, so I said keep it. This made his day!



One of the engine exhibits

I had phoned Carolyn in the afternoon and she later said that I had sounded terrible. She was rather worried about me and had told the children that the trip was too much for me! The next morning I sounded much better and, when I explained about being so dehydrated, it all made perfect sense!

I really enjoyed the Ferrari museum, so it was sad I felt so grim. The pictures included are of the engine display in Mr Ferrari's first workshop and the main exhibition hall. Modena was a very pleasant experience and it would be nice to go back sometime. There is quite a compact town centre, full of historic buildings and smart restaurants.

Next morning I set off for Macerata. The route took me past Ancona, so I did a recce of the car ferry. I arrived at Hotel I Colli at 2pm, which gave me the entire afternoon to explore this beautiful hill top village.



Waiting for the ferry to Patras, Greece

The next morning, I left early for the ferry to Patras Greece. I arrived at 10.30am for a 2pm ferry. I parked up next to a MGB GT which was British registered! Another competitor? In the ticket hall, I was told that the ferry was a smaller replacement. After much deliberation I was allocated a cabin. I was so glad that I was really early!

At the car I met Roger's MGB GT: we sat under a tree and chatted. His navigator would be Ami Henchoz, who is the daughter of Rob Henchoz of Amazon cars, who was so helpful advising on car preparation. Soon it was time to load onto the ferry. After I had parked, I spotted another rally prepared MGB. The four of us met whilst waiting for cabin keys and arranged to meet in an hour for a beer.

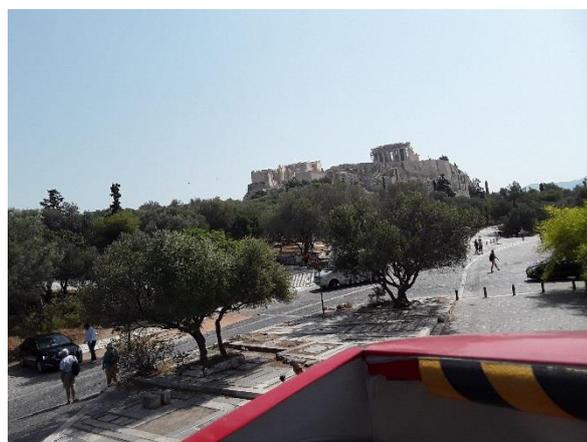
The ferry was obviously mid-renovation, with areas cordoned off and bare concrete floors. Next morning these were all carpeted! Obviously a rolling restoration!

Over a beer I discovered the other two competitors were Philip and Christopher in an MGB C GT: they were also competing in the HERO Classic Marathon Greece. We had dinner together that evening and met before lunch. I declined the offer of lunch (as did Roger) because of the poor-quality food.

Leaving the ferry, I drove to the Best Western Hotel Museum in Athens. Fortunately, there was secure parking two blocks down the road. Another excellent boutique hotel.

I didn't feel like going far that evening, so I walked round the corner to a small square. I was struck by the amount of graffiti everywhere, graffiti on top of graffiti! This is true everywhere in Athens. I chose a restaurant advertising the best moussaka in town. They had sold out, but the pork was excellent, and I considered starter, main and beer for less than 15 euros excellent value for money.

Next morning, I took a city bus tour to get my bearings. I phoned Jim K at 12pm, as he instructed, and he gave the taxi driver directions. He was much further out of Athens than expected. I should have got the car out. However, I had a great ride in his Alfa 75 Turbo: what a remarkable car – 270bhp, loads of torque from low revs. It also cornered quite flat, none of the normal Alfetta roll. I believe him when he says that it is 'wife friendly'. I bought him a meal at his chosen restaurant and we talked about a wide range of things. Time flew, and I was very aware of how much of his time I was taking. However, he was glad to chat, so it was 5pm before I left him for the Acropolis.



View of the Acropolis from an open top bus tour

That evening I met Julian at his hotel. We had an excellent meal a few yards away. I was amazed at how many common interests and views we shared.

The next day, I left to collect Julian but the sat nav didn't recognise the Hotel, so I typed in the street and realised I was outside the American Embassy. I parked the car outside a deli and went in and asked for directions. A kind customer walked me to the Hotel. We then drove to the Divani Palace Hotel faultlessly.

When we arrived, scrutining was in full swing and the car passed no problem. Signing on went smoothly, then we applied the stickers to the car and set off to calibrate the trip. Julian had never navigated using tulips before, or calibrated a trip meter before, so this was useful experience before the start of the Classic Marathon. By the time we had done all of this it was late afternoon.

We met Roger and Ami H in the bar and she and Julian chatted navigation and told us where to find our start time. Ami was exceedingly helpful and filled Julian in on the intricacies of regularities.

Next day, the start of the classic marathon Greece was at the historic city of Marathonas and the Mayor flagged us away from the ancient start line!

The first test was an Autotest in a huge car park just a few kilometres away. Another first for Julian. He hung onto whatever he could. Later we discovered that we came 31st out of the 68 starters. Not a bad result.



Some of the assembled entries.

We set off to the next test but unfortunately missed the turn. So, we returned to the Autotest finish, zeroing the trip again. This time we took the correct turn. This small error put us at the back of the field.

We travelled a few kilometres and the car started to develop a misfire and a smell of petrol. We pressed on as the misfire got worse until the car stopped.

A fuel banjo had come loose, so I tightened it but petrol still escaped. I then fitted new seals which seemed to cure the problem. Now we were into allowed lateness. Fortunately, we had no more problems but arrived at morning coffee five minutes before it was time to check out. No time for coffee.

During the next section, we missed a turn (as did five other crews). We became so late that I made the decision to go straight to the lunchtime halt. We followed a BMW which had also got lost.

The afternoon was going well until the smell of petrol re-appeared. The service crew replaced the seals which had turned to mush again. Next day the seals failed again so the service crew made new ones from gasket paper which is still working today!

The first day of the event finished for us at 6.30pm. Later we discovered that we were not last but 57th so I went to bed happy considering the problems of the day. Optimistic for the next day.

To be continued....



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