

SCC Spotlight

The Newsletter of the Sporting Car Club of Norfolk

October 2017



Snetterton Fireworks Display

Sunday 5th November



P & H Novice 12 Car
Wednesday 25th October



Lyng Garage Car Trial

Sunday 12th November

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Downloads available:
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[P & H Novice 12 Car
Regs](#)

[Lyng Garage Car Trial
Regs](#)

The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **White Horse**

Please join us at the **White Horse** on 19th October for a Natter & Noggin

Diary Dates

Thursday 19th October
Club night at the White Horse, Trowse

**Sunday 22nd October
Debden AutoSOLO
2017 AMSC AutoSOLO
Challenge Round 6**

Wednesday 25th October
12 Car Round 1
P & H Novice

Wednesday 1st November
Management Meeting

**Sunday 5th November
Wethersfield Targa
Chelmsford Motor Club
2017 AMSC Targa
Challenge Round 4**

**Sunday 12th November
Lyng Car Trial
2017 / 2018 AMSC Trials
Challenge Round 3**

Thursday 16th November
Club night at the White Horse, Trowse

Friday 24th November
12 Car Round 2
Waveney Mushrooms

Friday 8th December
12 Car Round 3
B & H

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 22nd October
Debden AutoSOLO
Carver Barracks
nr Saffron Walden

Wednesday 25th October
12 Car Round 1
P & H Novice

Sunday 5th November
Wethersfield Targa
MDPGA Wethersfield
nr Braintree

Sunday 12th November
Lyng Car Trial
nr Dereham

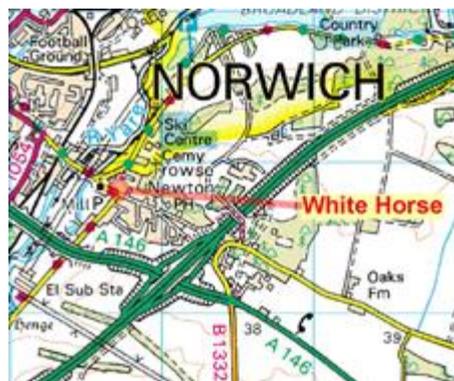
Friday 24th November
12 Car Round 2
Waveney Mushrooms

Friday 8th December
12 Car Round 3
B & H

**Wednesday
25th October**

**P & H
Novice
12 Car**

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



2017 Dates	Event	Champ.	Contact(s)
Thursday 19 th January	Club night		
Friday 27 th January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 th February	Club night		
Friday 24 th February	12 Car	12 Car	Mark & Lorraine Annison
Saturday 11 th March	PCA		Howard Joynt
Thursday 16 th March	Club night		
Friday 24 th March	12 Car	12 Car	Jonathan Stimpson
Thursday 20 th April	Club night		
Wednesday 17 th May	AGM		David Leckie
Sunday 11 th June	Navigational Scatter		Howard Joynt & Bernie Fox
Thursday 15 th June	Club night		
Sunday 25 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 20 th July	Grass PCA & BBQ		Howard Joynt
Thursday 17 th August	Club night		
Tuesday 12 th September	PCA		Howard Joynt
Thursday 21 st September	Club night		
Sunday 1 st October	AutoSOLO		Martin Newson
Thursday 19 th October	Club night		
Wednesday 25 th October	12 Car	12 Car	David Leckie
Sunday 12 th November	Car Trial		David Leckie
Thursday 16 th November	Club night		
Friday 24 th November	12 Car	12 Car	David Mann
Friday 8 th December	12 Car	12 Car	Howard Joynt
Sunday 10 th December	Grass PCA		Howard Joynt
Thursday 14 th December	Club night		

www.scon.co.uk/index.html



Chat from the Chair October 2017



Well here we are (Christine and I) are on the Isle of Mull again, it is amazing how quick the time flies by it only seems a year ago we were here.

During May this year the normal Mull rally was cancelled because of the motorsport serious injury inquiry which was due to start in Scotland. The 2017 rally team decided to cancel and after much soul searching they decided to try to put on something in its place.

The something was----- as well as a number social events a Targa rally and a Forest rally sprint. As you might guess we are involved by being here to marshal on the Targa before our drive home on Saturday morning. We travelled up on Saturday 7th October stopping off on the way at Carlisle staying overnight in our favourite Premier Inn on junction 44. During the journey we stopped at Keswick and from there we went to Geoff and Maggy Bateman's who did us a very nice tea. Our journey continued on the Sunday to catch the ferry to the Isle of Mull from Oban. Before going onto the ferry, we had a look round Oban and as we were early we were able to catch an earlier ferry than our booking. The crossing was pleasant and we arrived at Craignure before we knew it, disembarked from the ferry and drove off towards Salen to find our house for the week.

After going up and down the road a few times we then spotted the house sign so we drove up the lane to find a car parked and people in the house still. What's going on having spoken to the people it seems that they were not due to leave until the Monday morning. Help!! Decided to drive to Tobermory and only one thing to do was to find somewhere to sleep for the night. We stayed at the Tobermory Hotel along the front and had a room with a sea view (not cheap).

Monday, we went for a walk to a hidden bay which was lovely and the waterfalls were spectacular, however we did not see any otters on the beach as we did last year. Tuesday, weather was rainy so after breakfast we went down to Finnport to catch the ferry to Iona as all the years we have been over we have not gone to Iona. Arrived at the ferry dock and watched the ferry come in rocking back and forth as it was being docked. Got on the ferry a bit choppy but found our sea legs. When we were getting off the ferry one of the crew said that the crossings may be cancelled due to the weather conditions. We walked up to the Abbey and back (didn't look round it as we thought it would be best to catch the next ferry back) had a drink and then back on board. Once we got off went to the pub and had some lunch. I have got to say that I never thought Christine would get on the ferry today. She was very brave (and don't tell Christine I wouldn't have got onto it normally in those conditions). Wednesday, morning was not too bad weather wise, so the drive up to Tobermory for some groceries and onto Glengorm castle. Instead of the normal walk around the castle we donned the boots for a brisk walk, well the walk was not that short in all around four miles or so. We followed a farm track down to a small cove with the sea lapping in, the sound and sight of sea eagles in the distance made this a lovely such a lovely place to be. That night we were joined by Alan Jackson a friend from the Lincoln area (another rally nut). After a 450 mile up from Lincoln area it was a quiet night in. We normally spend the Thursday night at Cafe' Fish, and this year was to be no exception.

This time there were only five of us (normally 12 + would be here). Richard and Pat Egger, Alan, Christine and me. Simon Wood was meant to be with us, but the British road network screwed up it took the poor man 26 hours to do his 450 miles. We signed up to marshal the Targa rally and were on site for 10.00 meeting with Peter Hanness, he is a man I have meet on so many events of one kind or another but never been able to remember his name. Having been told there were 138 marshalling on the day we were surprised to find only 11 of us to cover the start finish and 1.5 miles or so. As you can guess we split up to cover all the points and check the cars through this test 2 of the day. We only had a couple of minor issues which were quite easy to cover.

All to soon the week is over, and the long drive home. This year's event was nowhere the same as the rally we know and love. The Isle of Mull was a ghost Island. You know how deserted it was you could park in the high street on Thursday night and when you looked through the windows of the bars and restaurants you could see the bar and seats were available for the hungry rally fans

We will go back in 2018 if there is an event to support.

This article is from Motorsport writer John Fife. 29th September 2017

Not quite there yet ... Although this was supposed to be the final day of the Fatal Accident Inquiry in Edinburgh, it was - and it wasn't. Sheriff Kenneth MacIver QC opened proceedings with a reminder to journalists and reporters that the actual Inquiry was not finished until he had produced his Determination. In other words, the usual reporting protocols and restrictions must continue to be observed. It makes you wonder if he had anyone specific in mind.

So, although the formal hearings are over for now that does not mean that the Sheriff cannot re-open the Inquiry for one or two days, or however long he thinks it might take, or ask for more reports or information to aid his deliberations and conclusions. That means no published conjecture or speculation till the Sheriff's final Determination has been published.

However, the general consensus does seem to be rather more positive than negative, with those sentiments being echoed by the Crown Office.

For the moment that does seem to be about as much as can be said about the Inquiry and the process without incurring a compulsory appetite for prison food.

As for the decision, the Sheriff had hoped that it might be completed in a couple of weeks, but it looks more like the end of November. He has to fit in another Court Case during this time. So we'll all just have to be patient. At least there is genuine cause for hope.

As for a Transcript of the full proceedings I have been making enquiries and although I was told it would be expensive no-one could give me a figure. I now know why, they charge for each minute of testimony and procedure that has to be transcribed. Currently that figure is £1.61 per minute. You do the maths - I gave up when the total hit five figures and was still going.

There is one general observation that can be made and can act as a reminder to anyone going spectating at rallies. Read and heed the Warning signs at the entry to each stage. If you are travelling in a group then ensure that each member of the group reads the signs and should not

rely on the group leader! If someone can't read them, then have them read out so that they understand.

As for the tape. It is striped and stretched across certain areas for a reason - it's not for decoration. Anyone who doesn't understand that should stay home.



More views from John Fife

This Crazy World

Jolly japes no more ... Scottish rallying without Jock Armstrong is like Irn Bru without the girders, but the double Scottish Rally Champion looks like he will be on enforced leave for a few months. Following an incident on the Solway Coast Rally in August his actions were reported to the Motor Sports Association who referred the matter to the Motor Sports Council National Court and the case was heard yesterday following which the judgement was publicised today.

As a result Jock's licence has been suspended for 6 months and he has been fined £1000. So what transgression merited such a punishment?

Jock had volunteered to Marshal on the Solway Coast, but since he had been posted to a rather lonely spot in the MoD wilderness it can only be supposed that a certain amount of boredom crept into his duties. It wasn't as if he was marshalling a spectator area or even a junction. His task was to man a cattle grid!

Anyway, he just happened to drop his trousers and bare his buttocks to a friend who was passing by at a non competitive speed. Unfortunately, a photograph of the incident was taken in which the culprit was immediately identifiable and duly appeared on Social Media. Which begs the question, how many folk recognised him by his bum? A worrying thought indeed.

There was no malice intended, and none taken by the 'victim', but Jock paid the price yesterday. Despite the fact there were no spectators in the area (this is strictly controlled MoD property after all) and no competitors or rally officials made a complaint, the judgement was handed down. At a time when the sport is so short of marshals, and Jock is one of very few competitors to ever volunteer to do so, this does seem a bit heavy handed.

However, it would appear that certain parties within the ongoing FAI in Edinburgh got to hear about this, hence Motor Sport Council's unease and their subsequent National Court proceedings.

I have no idea who the three National Court 'judges' are, although I understand two have racing backgrounds and the other in safety/training, but one does wonder if they have forgotten that the initial motor sporting attraction for most of us was fun and enjoyment as well as competition and participation. Things have reached a sorry state these days, eh?

We've all done something silly, and even stupid, in the past, and this latest incident is no different, albeit caught on camera, but surely this penalty is quite excessive. By all means ban such a miscreant from marshalling - but a fine? And a competition licence suspension? If they thought that would be the end of the matter they have seriously mis-judged social media - and the Scots. It's not clear from the Blue Book (Appendix 4) if an Appeal can be made against the National Court's decision, but if there is an acceptance of the charge in return for mitigation then perhaps that avenue is closed. It seems a pretty steep price to pay for honesty.

One thing this northern nation is good at is rebellion. When it comes to picking fights with their own shadows, let alone those in authority, the Scots are past masters. Already the beacons are being ignited across the country by those calling for an independent Scottish motor sports governing body.

So beware what you post on-line these days, it might just come back to bite you in the bum.



*"When
Reliability
Matters"*

Norfolk Classic and Sportscars was born from a lifelong passion for motorsports and classic cars, and was established with the aim of providing a reliable and complete service for classic and sports cars, including on event servicing for motorsport events, as well as general servicing, repairs and rally preparation work.

The founder of the company, Robert Kitchen, has been providing on event support for the Endurance/Classic Rally Association since 2000, and has worked on most of their long distance endurance events over the last 11 years. Therefore Norfolk Classic and Sportscars is ideally placed to prepare vehicles for this type of event, as Robert has travelled many of the routes and experienced first-hand the kind of problems encountered by classic vehicles on these types of event.

The company also carries out restoration work, with workmanship undertaken to a meticulous standard. You can see examples of previous commissions in the Projects section. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of the events that Robert has provided mechanical support on:



Snetterton Fireworks Display



Join us for an afternoon of family fun in aid of East Anglia Children's Hospices as the season draws to a close at Snetterton. The event will be headlined by a huge fireworks display to celebrate Guy Fawkes Night, but there's much more to look forward to.



On track action will be split between a cycling event on the 200 circuit, plus parades and passenger rides on the 100 layout. Rides will also be available in auto test cars in the paddock, whilst off-track fun includes car club displays, trade village with local artisan crafts, food and drink stalls, plus bouncy castles and a children's playground. There's live music from local band Night Train too.

All profits from this event will be donated to local charity - East Anglia Children's Hospices. <https://www.each.org.uk/>



Bouncy Castle Fun

Who doesn't like to have a great time bouncing around on an inflatable castle? We'll have a number of inflatables on offer including slides and castles to keep everyone entertained throughout the weekend. Individual charges apply.



Adventure Playground

Check out our adventure playground by Tyrrell's Bar and Restaurant, which features a motorsport theme and has equipment for children of all ages from toddler to 14. There are climbing frames, swings and much more.



Artisan Food & Drink

Local artisan crafts and food / drink stalls supported by 'buy local - Norfolk'.



Passenger Rides

In the 100 Circuit Paddock passenger rides will be available in cars doing Auto Testing, and well as Rally cars demonstrating a Targa Rally.



Local Car Club Displays

Car Clubs from all over Norfolk will descend upon Snetterton for displays to make a great addition to the event.



Cycle Rides

Cycle around the Outer 200 Circuit at this event. Over 500 cyclists are expected to ride around the famous circuit. If you would like to ride around a real race circuit, bring your bike and equipment, and a £10 donation.

GATES OPEN AND ACTIVITIES BEGIN: 2pm

FIREWORKS: 6pm (approx.) – 20 minutes display to take place from the 100 infield area with viewing from Palmers and Agostini Banks, Tyrrells stand and garden patio.

LIVE BAND: Night Train will play 2 x 1 hour sets first from 4.45pm - 5.45pm then 6.20pm (approx.) until 7.20pm in Tyrrells - www.nighttrainlive.com

CLOSING TIME: 7.30pm

**Snetterton** 

Snetterton Fireworks Display

The club, with support from the other AMSC member clubs and GoMotorsport have been asked to organise a Production Car Autotest (PCA) as a Demonstration Event, to include Passenger Rides, at the Snetterton Fireworks Display on Sunday 5th November. There will also be an area, adjacent to the PCA, for the clubs to provide a static display of members cars and promote both their clubs and their members local motorsport based businesses and interests.

The plan is to run a PCA test on the 100 circuit paddock, familiar to club members who supported the evening PCA held in September and a PCA test on the 100 circuit. The layout on the paddock will be the usual PCA run around the cones, the layout on the circuit will be a bit more Targa-ish. The passengers will be members of the public.

The club's fleet of Micras will be available for club (AMSC) members to drive, alternatively club members can bring their own cars to drive or if club members have a vehicle that they would like to add to the static display then bring their display vehicle and drive one of the Micras.

Volunteers are required, if you would like to help then Howard Joynt is the man to contact:

 07917 060 052  howardjoynt@googlemail.com

Roles to fill are Test Marshals, Spectator Liaison Marshals, Meet & Greet, Signing on for the Passenger Rides, Loader & Unloaders for the Passenger Rides. Full details of the event can be found in the Flyer elsewhere in this newsletter and on the Snetterton website (there is a link from the club website).

GATES OPEN AND ACTIVITIES BEGIN: 2pm

FIREWORKS: 6pm (approx.) – 20 minutes display to take place from the 100 infield area with viewing from Palmers and Agostini Banks, Tyrrells stand and garden patio.

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CLOSING TIME: 7.30pm

Marshals Post

Upcoming club events: P & H Novice 12 Car, Snetterton Fireworks Display, Lyng Garage Trial, Waveney Mushrooms 12 Car, B & H 12 Car, Snetterton Grass PCA

Other clubs:

Debden AutoSOLO on Sunday 22nd October at Carver Barracks (nr Saffron Walden) organised by West Suffolk Motorsport Club

Wethersfield Targa on Sunday 5th November at MDP Wethersfield (nr Braintree) organised by Chelmsford Motor Club

Further information (if any) available from Martin Newson on 01502 716280 – there are also links on the Marshalling page on the club website (www.scon.co.uk/html/marshalling/marshal.html) for any readers that are interested and have internet access

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

CHELMSFORD MOTOR CLUB

The Preston 2017

2nd – 3rd December 2017

Sponsored by Preston's Garages, Writtle, Chelmsford

The 39th running of the 'One and Only'



East Anglian Air Ambulance



The Preston 1978~39 Years~2017

Important dates for the diary

Wednesday 25th October

P & H Novice 12 Car

Round 1 of the 2017 / 2018 12 Car Championship

Contact David for more information

Sunday 5th November

Snetterton Fireworks Display

(see larger advert somewhere else in this issue)

Snetterton Circuit

The Micras will play a starring role

Contact Howard for more information

Sunday 12th November

Lyng Garage Trial

Round 3 of the 2017 / 2018 AMSC Trial Challenge

Cadders Hill

Contact David for more information

Sunday 10th December

Snetterton Grass Production Car Autotest

Full day grass PCA at Snetterton

The Micras will be available

Contact Howard for more information

Mercian

If it is September then it must be time for the annual outing on the Mercian, 150 miles of Warwickshire lanes (maps 151 & 152) starting at Southam Tyres in (unsurprisingly) Southam and finishing at a pub between Southam and Banbury, this year the organisers were rewarded by hosting the annual inter-association challenge. The AEMC team made up of Jonathan Stimpson & Ian Graham (car 8), Hugh Garnish & David Bell (car 17) and David & Matthew Smalley (car 29). Joining the local crews making the trip were Ben Cutting & Steve Cumbers running in the Clubmans event on their first 'proper' rally.

As is usual with Hugh, there is normally some pre-event crisis, this was not to be an exception. Little bit of background, I am still on the naughty step after one or two unfortunate 'rally related incidents' and for 2018 Hugh has purchased a B reg. Peugeot 205 suitable for Historic regularity events, the plan was to give it a run out on the Mercian to see how it went. Hugh turned up with the new motor last Wednesday marshalling on the KLDMC Clubnight mainly to see if my 'bum' fitted into his US sourced 'double burger' sized seats. Good news and bad news, the seat was a comfortable fit but two miles of my extra ballast was too much for the old girl and it now needs a bit of 'rear beam' tlc. Time for plan B. A very recent addition to Hugh's garage is a very smart Peugeot 106, so recent that the ink had only just dried on the MOT. Friday night, well past the watershed, I discovered that we would be having a last-minute car change, one from very near the top of the top 10 things to do if you really want to annoy event organisers! So here we go, setting off to drive to the event in a car that Hugh has had for 3 days and one that puts the BOG into bog-standard, no spots, no guards, no harnesses, no power steering (shame), road tyres, absolutely no navigational aids in the office, no electric windows, no digital clock - what could possibly go wrong? As it turned out, nothing, apart from a stop after five miles to fix a drive shaft problem (loose nuts!) and a disconnected fuel vent valve (well I think that is what Jonathan said it was) which seemed to fire off a clicking relay every now and again.

Arrived at the start 'on our minute', amazing, and reaped the benefit of a standard car, noise was a doddle (no rev clock) and it took longer to sign-on than to be scrutineered (none of them extra lights to check and all that internal trim still where it should be). Lengthy briefing, as it went on I realised it was much the same as last year, one or two 'missing' sections, one section scrubbed, slightly different procedure at the end of the regularities borrowed from the Carpetbagger with two control boards requiring a mandatory stop at the second one (whether early or late) and the promise of one or two tighter standard sections. Five time cards, well laid out summer style with boxes for the boards (3 big digits parallel to the road hidden behind a PC board), two cards and three tests in the first half and three cards in the second half. Navigation 99% tulips handed out at various points, very much the same as previous years, and as it turned out 50% of the route from last year but the other way around.

Early event fog levelled the field a tad as far as visibility. Short run out to the first test, a short airfield blast which went OK apart from a pig's ear of an attempt on the handbrake in front of Andy Manston. Onto the road sections and all went well as we settled in, however, I'm still a bit baffled as to how Hugh expects me to wind up the window, juggle paperwork & potti, plot the location of a NAM in the first 200m as he drops the clutch and kangaroos down the road - oh yes and also wants to know what time it is and how long we have to the next control. I had a lot of moaning about shutting the window compounded by frustration that I didn't know which way to go at the first junction, sadly that gets filed under 'mutually exclusive' in my book! Usual c*ck up at the first PC, picked out the PC board but Hugh had to be reminded that I needed more than the letters

PC for my card, a bit of raised voice and confirmation that reverse worked got me the 3 digits on the other board.

No time dropped up to STC6, but the combination of the first white and a dodgy clock saw us in on our minute on my watch but not on the marshal's clock which appeared to be running approx. 20 seconds ahead of mine. Usually a minute dropped on a standard section is bad news but in this case, it worked in our favour as we found ourselves running on the same minute as car 18. Hugh waved them past and we basically used their lights for the rest of the first half, always easier to follow another car, we were slightly quicker on the tarmac but a lot slower on the whites, also following a crew who seem to know what they are doing makes things a lot easier in the left-hand seat. Nothing much to report on the first half, apart from the windscreen washer jets gumming up and the two runs at the test were quite rough and muddy.

Second half was a lot tighter with quite a few whites, some rougher than others. My only serious error was a two-minute wrong slot as we missed a tricky slot, I realised we were wrong quite quickly but we were tail end Charley in a five-car convoy by the time Hugh had turned around. A look at the detailed time card breakdown showed that we got away with the wrong slot thanks to a bit of a flyer on the last card, I thought we were going well on the last section, all tarmac and familiar roads, but not that well, still managed a slight SO at 90L on the final bend.

Martin Betts & Sasha Heriot finished 1st o/a on 17:55, Jonathan & Ian 8th on 26:13, Hugh & David 9th on 27:53, David & Matthew 22nd on 52:22 and Ben & Steve 6th on 53:53. AEMC finished 3rd Association just missing out on 2nd by 23 seconds. All in all, a very good night, the car ran well, only two issues in the office, manual windows and a seat belt that would almost certainly have beheaded me if we had had a serious bump.



Snetterton Production Car Autotest

Results

o/a	Car	Driver	Car	Total	Run 3	Run 2	Run 1
1	12	John Peterson	Mini Clubman	198.3	66.2	65.6	66.5
2	19	Rob Kitchen	Honda S2000	230.2	76.4	77.2	76.6
3	6	Tom Saunders	Nissan Micra	238.3	77.0	79.8	81.5
4	8	Peter Riddle	Nissan Micra	242.7	79.6	79.5	83.6
5	21	Dan Pearson	Nissan Micra	245.4	80.6	81.5	83.3
6	17	Martin Newson	Nissan Micra	245.6	79.0	80.9	85.7
7	18	Robin Lines	Toyota Yaris	246.4	79.8	81.1	85.5
8	1	William Saunders	Nissan Micra	249.1	76.8	77.6	94.7
9	16	Henry Parsons	Nissan Micra	251.5	78.9	81.4	91.2
10	4	Matthew Mantle	Peugeot 106	254.1	80.4	82.3	91.4
11	3	Alan Kirkham	Nissan Micra	257.8	83.0	84.6	90.2
12	11	Ryan Avidt	Nissan Micra	259.3	81.5	84.6	93.2
13	5	Dick Lines	Toyota Yaris	262.8	77.2	79.1	106.5
14	9	Phil Webb	Nissan Micra	263.3	94.2	83.5	85.6
15	20	Andrew Lawson	Nissan Micra	263.4	78.5	90.1	94.8
16	7	Mick Beauchamp	Honda S2000	270.0	83.3	89.5	97.2
17	2	Joe Beales	Nissan Micra	278.1	92.3	90.9	94.9
18	13	Robert Nash	Mercedes 200	298.0	97.2	98.7	102.1
19	15	Colin Mantle	Peugeot 106	318.3	106.2	105.6	106.5

Another very good evening, a big thank you to Jamie Hopper and his team at Snetterton, all the competitors and marshals, and everyone else who supported the event. Not forgetting Howard and his fleet of Micras, without his support the club would struggle to fill out the calendar. What more can a motor club do to encourage members to come out and have a go? A venue with all the facilities, smooth tarmac surface, free entry for under 18s, cars provided (over half the entry used the fleet).

Congratulations to John (1st o/a and fastest on all the tests) and Rob (2nd o/a in a car more at home on the track evening running on the 300 circuit rather than dodging cones on the 100 circuit car park).

And of course, the marshals, without whom events just would not happen. The team did well, managing to get all 19 entries through their 3 runs at each test well within the schedule, didn't it get dark quickly and thank you to everyone for getting everything cleared up before the promised monsoon arrived. Test 1: Howard & Bryan on the clocks. Test 2: Bernie & Chris on the clocks with Paul looking after the cones.



Thanks to John Boot for the photos

12 Car Championship

2017 / 2018 Provisional Calendar

Round 1 P & H Novice	Wed 25th Oct 2017	David Leckie
Round 2 Waveney Mushrooms	Fri 24th Nov 2017	David Mann & Robert Aldous
Round 3 B & H	Fri 8th Dec 2017	Howard Joynt & Bernie Fox
20 / 20	Sat 13th Jan 2018	AMSC
Round 4 Happy Egg	Fri 26th Jan 2018	Gordon & George Shipley
Round 5 Canada Garage Motorsport	Fri 23rd Feb 2018	Mark & Lorraine Annison
Round 6 Lyng Garage	Fri 23rd Mar 2018	Jonathan Stimpson

PLEASE NOTE

P & H NOVICE 12 CAR

ROUND 1 OF THE 2017 / 2018 12 CAR CHAMPIONSHIP

IS RUNNING ON A **WEDNESDAY** NIGHT

OS Map Re-Branding Redux

(first published in the June 2016 edition of Spotlight)

The Ordnance Survey Landranger revision has been and gone. In February 2016 the OS updated the complete Landranger range: new cover, new legend, new method of showing the revision number and last but not least new price. As far as I am aware nothing has changed on the actual map, although there are changes to the legend which would be fairly pointless if they did not appear on the map. Previously on a 12 Car the revision (aka edition) numbers were referenced in the event regulations to try and make sure the competitors were singing from the same sheet as the organisers (always tricky doing road colour navigation on different editions or following green circles on a pre-green circle edition).

The revision information is still shown, but not in the same format as previously. Obviously if organisers and competitors binned their pre-February maps and bought new copies there would be no problem, well no problem until the first revision of the post-February maps (but we'll save that one for a really rainy day! [the really rainy day is on its way!!](#)).

In the table below is a list of the 'latest' editions of the local maps. The edition is found on the map legend (the bit down the right-hand side of the map) under Customer Information, if you were to purchase a new one it would show Revised '?', reprinted with new legend and cover February 2016 where '?' should match the old school Revision Date, year definitely and month possibly.

Using map 119 as an example:

119	Buxton & Matlock, Chesterfield, Bakewell & Dove Dale	Jul-2012	C4
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Customer Information	
Post Rebranding	Pre Rebranding (aka old school)
Revised July 2012, reprinted with new legend and cover February 2016	Edition C4 Revised 1998 Revised for selected change 2009 Reprinted with minor change 2012

Has this any relevance to SCCoN 12 Cars? Well the really heavy rain hasn't reached Norfolk yet, but it has reached maps 92, 97, 118, 126, 140, 175, 197 & 199 so it is only a matter of time. The table below will be published in Spotlight, anything with a revision date later than Feb-2016 will need to be checked by organisers.

There is a link on the website to the latest OS information:

[Home>Useful Links>Miscellaneous>Ordnance Survey Revisions](#)

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



Anglia Motor Sport Club



2017 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	4 th June	Wethersfield	WSMC
2	16 th July	Debden	AMSC
3	20 th August	Wethersfield	AMSC
4	17 th September	Wethersfield	CCC
5	1 st October	Stanta	SCCoN
6	22 nd October	Debden	WSMC

2017 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	26 th March	Wethersfield	CMC
2	7 th May	Woodbridge	WAC
3	2 nd September	Debden	WSMC / WAC
4	5 th November	Wethersfield	CMC

Not a Challenge round but there will also be a multi-venue Targa running on Sunday 24th September, organised by CMC, and using tracks which will be familiar to Preston regulars

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

2017 AMSC 12 Car Regularity Runs



Round	Date	Venue	Organising Club
May	28 th May	NE Essex	CMC / AMSC
July	16 th July	Norfolk	AMSC
August	13 th August	Suffolk	ECMC / AMSC

2017 / 2018 AMSC Trials Challenge



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

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

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

Stanta AutoSOLO
organised by
Sporting Car Club of Norfolk



Vini Cruz FTD AutoSOLO



David Leckie FTD Autotest

Thanks to John Boot for the photos

AN EVENING WITH
DAMON HILL

Friday, 17th November 2017
Norfolk Lounge, Carrow Road



An Evening with Damon Hill

17th November 2017

Delia's Canary Catering welcomes British former racing driver and OBE Damon Hill to Carrow Road. During the evening you will enjoy a three-course meal designed by Delia, and delve into the key moments of the life and career of the Formula 1 World Champion.

Since retiring from Formula 1, he is now an iconic TV personality as part of the F1 Sky Sports broadcasting team. Along with his many sporting victories he has also been awarded BBC Sports Personality of the Year two years running.

Dress Code: Smart

To qualify for the Season Ticket Holder & Member price you must state the season ticket number for each ticket you wish to purchase. You must bring your Season Ticket or Priority Membership card with you on the night.

Checks will be made and failure to have a valid 17/18 card will result in non-entry.

Season Ticket Holder & Member tickets are limited availability.

All seating will be allocated on a strict first-come/first-served basis.

The event goes on general sale from Thursday 31st August 2017, there will be no priority booking.

There will be no individual table hosts.

We cannot guarantee your table choice will be available, allocated places may change.

Wine included in the VIP ticket is half a 750ml bottle per person

TICKETS

VIP £99

Standard £65

Season Ticket Holders & Members £59*

VIP tickets include a pre-dinner drinks reception with canapés in the company of Damon, wine during your meal** and premium positioned seating.

VIP reception begins at 6.30pm. Standard Guests to arrive in the Norfolk Lounge at 7pm.
Entertainment ends approx 11pm. Bar closes at 12pm.

** Half a 750ml bottle per person.



Paul McIlroy TFM photo sport

Specialist sport requires specialist insurance

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

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

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

Jelf Insurance Partnership

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

Key features

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

Standard rates per driver including 9.5% Insurance Premium Tax:

Type of event	Duration	Premium
Road rallies	36 hours	£15.55
Navigational rallies, 12 cars and scatters	36 hours	£13.00
Classic rallies/trials	36 hours	£13.00
National A&B stage rallies	36 hours	£18.65
	48 hours	£22.80
	72 hours	£30.00
International UK Stage Rallies	36 hours	£35.20
	48 hours	£40.40
	72 hours	£47.65

Simple eligibility criteria – cover can be used for:

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

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

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

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

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

Simply call 01482 388597 or email info@jelfmotorsport.com

www.jelfmotorsport.com

Jelf Insurance Partnership



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