

Spotlight

Newsletter of the
Sporting Car Club of Norfolk
April 2023



Editor's corner

Looking at the next two month's calendar it looks as if it has gone mad: lots of events with more than one event on a weekend; we will have to choose which ones take our interest.

This is great for all of our membership, but not so great for the marshals and event organisers. Due to the regulations from the Motorsport Association we have to have a certain number of officials in place as well as the marshals to run a safe and a well organised event, generally we do, sometimes it's a struggle to get enough people in place.

So, provisional results are in from Falcon Motor Club's 75th Anniversary Classic Trial - we came 1st in class and 11th overall from 55 entries - although 10 were motorbikes. Rather jolly good I think for my first event! Many, many thanks to [Peter Riddle](#) and his trusty Nova for a sterling and reliable drive, to [David Leckie](#) for the wheels / tyres and [Simon Hawken](#) for the lend of the trailer. We successfully navigated to and completed all sections and tests, with only two failed restarts in Fry's Quarry. We knew this would happen due to the sheer gradient against a front wheel drive car, but still went for them anyway. Fingers crossed the results will stand. Now to start thinking about my first 12 Car on 24th March and my first PCA on 26th March, a busy old month really and haven't actually marshalled yet 😊

Dave Saint

Falcon Motor Club's 75th Anniversary Classic Trial on 4th March 2023

I have a little previous experience of classic trials having taken part in the Motor Cycling Club's Edinburgh Trial in 2009 and 2010, both times in Vauxhall Novas entered in Class 'O'. In 2009, I navigated for David Leckie and we were the only entry from the Sporting Car Club of Norfolk (SCCON). Then in 2010 a three-car SCCON team comprised David Leckie/Howard Joynt (Nova), Julian Riley/Josh Riley (Saab 96) and myself with my son Mike navigating in our Nova SR. Both times we tackled eleven hills and two speed tests. Weather can have a huge effect on a trial; in 2009 David climbed all the hills, achieved all the re-starts and we were fastest on the speed tests, coming top of our class. But, in wetter conditions the following year, David and Julian successfully climbed just four of the eleven hills whilst I could only manage two.

When I learned that Falcon Motor Club were going to run a classic trial in the Cotswolds to celebrate the 75th Anniversary since Falcon was founded, I was very keen to enter. Mike, who now lives in the UAE, was going to be back in the UK on holiday, so I entered my current Nova 1.4 with him as my navigator. But then Mike's visit got delayed and I was very grateful when Dave Saint offered to navigate for me. Despite Dave's huge contribution to motor sport in East Anglia (he's marshalled on many, many events and been Chief Marshal on the Preston Rally and the Stanta Targa Rally) this would be his first-ever event as a competitor.

Falcon were accepting up to a hundred entries but in the event fifty-four materialised comprising ten motorcycles, one three-wheeler and forty three cars. We would be one of only a few front-wheel-drive cars. Like many classic trials of old, there were various starting points and we opted to start from the Egypt Mill Hotel in Nailsworth where the event would also finish.

Fortunately my Nova has done four Preston road rallies for which the front suspension has been raised and I replaced the 13" rear wheels with some 14" Astra wheels to get the rear of the car a bit higher. Then I bolted a scaffolding tube filled with concrete to the front of the sump-guard to improve the weight distribution. I'm very grateful to Simon Hawken for lending us his trailer and to David Leckie for lending me some Nova road tyres with plenty of tread to put on the driven wheels. The knobby tyres I usually run on the Nova for rallying aren't permitted on classic trials events.



Fellow competitors at the Nailsworth starting point. The lovely Lagonda 2-litre sadly didn't get to the finish.

Photo by Ian Fitzgerald

Dave and I were up before breakfast and headed to Honeybourne where the routes converged at Porky's Diner. A minor issue at scrutineering was that I hadn't marked the top centre of my steering wheel, but a bit of yellow sticky tape solved that. I never looked at the tape during the whole event because I could feel from the steering wheel spokes which way the front wheels were pointing! Another requirement was to have tyre inflation equipment and we had an electric pump and a foot pump. On the Edinburgh Trial we let down our tyres to get better traction up the hills, and re-inflated them for all the link sections, but for this trial I decided to run the front tyres at 20psi throughout. Standard front pressure on some Novas is 24psi so I felt that 20psi would be OK for the road sections, given that we wouldn't be hurrying.

After leaving Honeybourne, the first test was less than two miles away at Saintbury where we climbed the narrow muddy track along the edge of a wood without difficulty. A nice touch was that the organisers had put into the route-book the year in which each hill had first been used on a classic trial.

A hill at Saintbury was used on the Colmore Trial in 1921 but it's uncertain whether this was the same hill. Maybe Falcon's 75th Trial was using it for the very the first time. Next was the first of the speed tests at Pennylands Bank where Barry and Anne Redmayne of West Suffolk Motor Club (who we know via SCCON) beat us by half a second in their lightweight Liege trials car. All the speed tests had the same format, starting on the drop of a flag, then driving to a line where you had to stop with all four wheels past the line, reverse back until all four wheels were behind the line, then drive forwards again to stop astride the finish line some distance ahead. Pennylands wasn't steep at all but every other speed test had an uphill re-start. The re-starts were fairly easy to achieve, though front-wheel-drive limited our rate of progress up the low-grip gradients.

The fastest total time on all the speed tests was achieved by George Osborn in his 848cc Reliant Super Robin special. George was navigated by Celia Walton who David Leckie and I first met on the Edinburgh Trial. Celia is a huge classic trials enthusiast and is one of the best known individuals in the sport. She is the long-serving editor of 'Triple' the quarterly magazine of the Motor Cycling Club.



George and Celia in their Reliant Robin Special
Photo by Claire Oakes



Their Reliant Robin has a robin mascot on the bonnet
Photo by Paul Freeman Photography

On the way to the next speed test at Woodmill Lane was a huge ford on the public highway on the outskirts of Kington. It was quite deep but the route-book advised that it was shallower if you kept to the left.



Peter Riddle and Dave Saint negotiating Kington ford in their Vauxhall Nova. Photo by Dave Cook Motorsport

Next we tackled an observed section hill-climb at Castlett Farm (first used in 1939) that started by crossing a ford, then turning left into an uphill re-start with the tyres still wet. Though I didn't know it at the time, we were the only front-wheel-drive car to achieve that re-start. While this test was running, a lady arrived on her horse and asked if she could tackle the section. The trial was delayed slightly while she rode through the ford, stopped astride the re-start line and then galloped up the rest of the section!



Barry & Anne Redmayne's Liege with Dellow behind
Photo by Claire Oakes



Horses used these tracks long before cars ever did
Photo by Paul Freeman Photography

After another speed test at Barton, we drove to Humblebee not far from Sudeley Castle. This hill had the most difficult re-start for us. The track had muddy ruts with a grassy hump in the middle and more ground clearance would have helped. Our sump-guard had 5½" clearance at the front, reducing to about 5" at the rear and for this re-start it was resting on the grassy bit in the middle. When I engaged the clutch the wheels spun but the car barely moved, so I steered from lock to lock to get some contact between the tyre sidewalls and the edges of the ruts. Dave helped by getting himself as far forward as possible and bouncing vigorously like an experienced trials passenger. This had the desired effect and, with lots of revs and wheel-spin, we made it to the top. Clerk of the Course Dave Middleditch was watching here and he ran up the hill after us to have a chat, but not before he'd taken the following video of us just making the re-start.
<https://www.facebook.com/100002162034648/videos/pcb.10168073424755131/196899826274316>

The next hill-climb was at Postlip Lane, first used in 1958. Most of the marshals were leap-frogging past each other so they could cover more than one section. But due to a delay at their previous hill, the marshals for Postlip weren't there when the competitors arrived and the hill signage hadn't been set up. There was just enough room for dozens of cars to park up and wait for the marshals, which gave time for the competitors to enjoy chatting about the event so far.



Motorcycles ranged from Martin Moore's 125cc Dalesman trial bike to Oliver Ayers' 650cc Wasp Yamaha combination
Photo by Claire Oakes



Photo by Claire Oakes



Photo by Andrew K-Brown

The delay at Postlip gave Sam Hill enough time to repair a rear puncture on his Honda C90, with plenty of advice (!) from his fellow motorcyclists. During the whole event we passed a few cars being jacked up as they too had incurred punctures on one of their driven wheels. Then we followed the restricted by-way across Cleeve Common with another hill re-start called Picadilly before we reached Fry's Quarry (first used in 1970) where there were two sections, each with an extremely steep re-start. They looked impossible for our car but we gave them a go. At the first we failed, just sitting on the line with the wheels spinning. I had to reverse back down the hill and have a run at the re-start line, crossing it without stopping. The second was even steeper (I guessed maybe 1 in 3) and the handbrake wouldn't stop the car from sliding backwards. So I did some tricky heel-and-toeing, holding the car on the footbrake while I engaged the clutch, gradually releasing the brake as I got some drive to the wheels. But as the brakes came off and the front wheels started to spin, the car slid backwards down the hill! So with two fails it seemed that we might still get a Bronze Award if we could manage to climb all the remaining hills. That second hill at Fry's Quarry was so steep and gravelly that three quarters of the cars that tackled it failed the re-start, including some very well-prepared trials specials. The Redmayne's Liege was one of the few that made it up and over the top. After the quarry, we continued across the common where we were observed to make sure we kept to walking pace as there were a lot of walkers sharing that track with us. One of the things that Dave and I really enjoyed about this trial and made it different from other events was the use of so many green lanes and by-ways for the link sections. They needed quite a variety of driving techniques and some of them were almost as difficult as the observed sections. Around the whole route we saw very little traffic apart from other competitors on the trial. That was quite unusual for a Saturday in the Cotswolds.



Typical of the terrain on some of the link sections
Photo by Claire Oakes



A rutted track on the Selscombe Wood observed section
Photo by Brian Middleditch (Dave's Dad)

After a break for lunch in a big lay-by, we reeled off the next half a dozen hills without difficulty (many of them being used for the first time), until we reached Battlescombe, first used on the Abingdon Trial in 1932. While watching other cars starting to ascend this hill in front of us, we could see that it had one of the more difficult starts. So we devised a plan to get the left front wheel onto the highest bit of ground available and to steer into the adjacent dip to give us a bit of initial momentum as we started off. We then climbed the hill, albeit rather slowly, and it hadn't been as tricky as it looked. Then to a hill called Viaduct that I drove quite quickly and really enjoyed, before the 20th and final test at The Knapp. But a road-closure (on the Saturday of the trial) caused the Knapp to be cancelled. This was possibly no bad thing because the event was running late and when we arrived there, running mid-field, it was starting to get dark.

At the finish back at Egypt Mill we learned that if a re-start was deemed to be impossible for your class, a fail would not count as a penalty for the calculation of awards. Unlike a rally where you have your own time card, all the marking sheets were held by the marshals so we weren't sure whether we'd picked up a penalty somewhere of which we weren't aware. Fortunately we hadn't and when the results were published on the Monday after the event, we were very happy to have finished 1st in class and to have gained a Gold Award; the dry weather no doubt helped. I was pleased for Dave who, despite his inexperience, had been absolutely faultless everywhere that mattered. The whole event had been hugely enjoyable; well done to Dave Middleditch, Denis Roffey and the whole Falcon Motor Club team.

You can watch Michael Leete tackling all the sections at: <https://www.youtube.com/watch?v=7vG8IJy5N6g>

Peter Riddle, March 2023



Just about to put a few pics from the 2008 South West Endurance Rally up on the M&H side of FaceBook when I discovered that current Team Principal of the M-Sport Ford World Rally Team, Richard Millener was mucking about in a wee 205 back in those days.

Andy Manston

I HAVEN'T
LOST ALL MY
MARBLES YET...
BUT THERE IS
DEFINITELY
A SMALL HOLE
IN THE BAG
SOMEWHERE...

FACEBOOK.COM/COWBOYS JUST FOR FUN



James Hilton
(Cody)



Tour of Cheshire (ToC) 2023

David Mann and I competed on the Tour of Cheshire Historic Rally Car Register Championship event at the weekend. Other SCCoN crews also competing included Rob Henchoz with his regular driver Gareth Hockridge in a Volvo Amazon, and Hugh Garnish and David Bell in their Mk1 Ford Fiesta. This must be a jinx event for Hugh and David as this is the second time they've failed to start this event, this time suffering alternator maladies after scrutineering while Gareth and Rob had a good day finishing 6th. Your scribe and David had a very challenging day and finally finished 22nd from a seeding at #24 so I shall endeavour to give you a flavour of the event.

With scrutineering being held on the Friday it meant formalities did not start until 5.30pm and with timed slots we could not collect any paperwork until 7.30pm, so by the time we got back to our Premier Inn it was 8.15pm before David started to plot. Yes, this time I was in the "easy seat" and he was exposed to the vagaries of the ToC navigation. Anyway between us we managed to decipher the instructions to plot a route for the four Regularities by midnight! So a short night as we were up 6.am the following morning to get to the start for the 7.30am briefing.

The roads in Cheshire are very much like Wales, for one thing there are many more than there are over here in Norfolk, and the Regularities managed to include the maximum number of junctions in the shortest mileage. There were four handouts provided at Signing-On Friday night for Regs A, C, D and F. These were not 12-car like puzzles, but just very detailed and intricate to plot on the many little lanes used so with these and ten Tests to mark up, four hours just disappeared. This is not an easy event for Novices, although it is heralded as one with about 50% of the entry as Novices, and no doubt many of them were up until midnight too.

Saturday dawned cold and overcast with a bitter northerly breeze and we were given handouts for Regs B and G as we left. A short run-out took us to Reg A, on the roads south and east of Tattenhall, a mammoth 30 miles with nine ITCs, two secret checks, and eight speed changes.

We were not quick enough away from the first SC and had our first double digit penalty of 17 late, giving us a total of 52 for the Reg including a zero joker for our biggest lateness road penalty. This removed a 39 lateness penalty which was at an ITC just after a 20mph Quiet Zone, so perhaps we were rather too cautious, but we benefitted by being so. The best for the Reg was 25, so not too bad, honest. Our excuses are that David has not navigated, and I've not driven, since the East Anglian Classic last June, so we were both Novices really.

From here we went into two Tests on the Oulton Park Rally Stage which is a twisty track about a mile long on very slippery tarmac, more like a skid pan really. I was very pleased to negotiate these in a reasonable time without spinning or hitting any trees, but with plenty of room for improvement. I'd already had my first bo**ocking for letting go of the steering wheel (to let it self-centre quicker than I can return it from full lock) having turned out of the hotel car park on the way to do the trip calibration on Friday afternoon, so I was trying hard to be very neat.

As we were leaving the test site to start Reg B, on the roads west of Oulton Park, David noticed the map reference for the start was different to that given in the road-book and we stopped to discuss with a fellow competitor before finally deciding the handout must be wrong and drove to the original start point but by this time we had lost 5 or 6 minutes so were running with the early 30s. This was only a short Reg having only one ITC but it appeared much earlier than we expected and we picked up an eight second penalty, which was just careless. This was followed by PCA and coffee where we collected the last two handouts for Regs E & H, but by the time we got there it was too late for coffee and we headed straight out to Reg C. (just don't know where the time disappears to!) We were 24th at PCA.

I cannot recall anything specific on Reg C on the roads heading north towards Runcorn, so it must have been OK.

We had a bit of a drama finding the start of Reg D as somehow we got completely lost on the roads west of Northwich, not Norwich! No idea what went wrong, but it happened to me on the last rally last year when I was navigating. It's the sudden relaxation at the end of a Reg which takes your eye off the map and/or road-book for a moment or two and somehow a slot is missed or the trip is zeroed in the wrong place. Needless to say we lost a lump of time. Once we found the start we had the challenge of a navigator's nightmare with the route using the corner of four maps with six map changes and 37 junctions all on lanes south of Warrington! Add to this six speed changes in a distance of 16 miles and I think we did pretty well. We only dropped one double digit penalty at one ITC and single figures at the other four ITCs after having a reassuring stop to make sure we had found the right way through a very nadgery village.

Next up was two relatively smooth gravel Tests on the Cheshire Showground which we managed without incident although I just need to go faster.

From here we were straight into an off-road Jogularity, Reg E, around the gravel tracks of the Showground. The first 1.76 miles having 24 junctions and three ITCs and one secret check at an average speed of 26mph. The last mile and half had two ITCs and one secret check at 27 mph. This was David's first proper off-road Jogularity and he was spot-on, but I once again need to be quicker! It all went smoothly until we joined the public road and relaxed because there was another ITC just a few yards over the brow. This caught out many not just us, but later on I missed a slot left off road into a gravel lay-by and arrived at a secret check at the exit. Here luck was on our side as when reviewing the results the marshal had forgotten to mark a "WD" so we got away with it. ☺ Once again the secret check lost us too much time and I failed to make it all up before the next ITC.

Now it was time for lunch for those who had the time for a hot sit down meal. David managed a few mouthfuls but I relied on my trusty Stoats bars. The organisers were let down when they discovered the original pub venue had been sold, and no longer would cater for the rally, and the Village Hall alternative did not have a car park. We all had to park in line along the grass verge resulting in a tedious trek to and from the venue.

Anyway next up was Reg F, a mixture of spot heights, "overs" and "unders" and green dots again in the same area to the south of Warrington. There were four ITCs and two secret checks. I can't remember anything specific but once again we were late after a secret check, which I can only assume I was not going quick enough to make up the lost time before the next ITC?

From here it was a series of four car park autotest-type tests on tarmac and at last I managed to do OK getting into the top twenty a couple of times, although the last test was ruined when we caught the car in front just before the finish and lost about 10 seconds while he tried to make up his mind where to goaaaaaargh!

Now Reg G, south west of Northwich, was a mixture of spot heights and map features which David had plotted earlier, at lunch I think, and the speed changes were provided in the form of a cumulative average speed and distance table. There is a function on the Brantz clock which freezes the time while at an ITC and continues counting in the back ground, so we gave this a go. For whatever reason we managed to freeze the clock completely so it didn't count at all, which was a bit of a blow. Nevertheless we managed single figure penalties on three of the four ITCs.

Next it was back to Oulton Park for a re-run of the earlier tests but in the opposite direction. I did improve marginally from the first run to the fourth during the day but still way off the pace, just need much more practice.

We had time to grab a quick cuppa here before attempting the last Regularity, H, south of Oulton Park and back to the start, which was a descriptive "distance and average speed table". We were very careful to follow all the instructions and completed it without missing anything but there was something astray with the clocks and two of the three ITCs were scrubbed.

So that was the end of a "full-on" day of rallying. We started at 08:24 and finished at 17:02 with very little in the way of rest time. We stayed for the evening meal and then drove back to Crewe to load the car on the trailer and made our way home. I was pleased with our result considering how demanding the event was with the added bonus that I do not have to take the car to the Truck Wash.

The couple of pictures were taken by Tony North, who photographed WRC events before he retired, how he gets the shine on the car I've no idea, he is just brilliant.

Ian & David
9 March 2023

Ian and David finished 22nd overall (out of 72 entries) and third in class.



ANGLIAN MOTOR SPORT CLUB'S MOTORSPORT MONTH

MOTORSPORT MONTH

1 26 March Countrifi Networks Spring Autosolo

2 27 March Get into Motorsport Evening

2 31 March Interclub Quiz

3 2 April Wattisfield Production Car Trial

4 April An Introduction to Volunteering Opportunities

4 8 April TCR Touring Car Championship

5 8 April Club Karting

11 April An Introduction to Marshalling

6 16 April Hethel Sprint

7 16 April Cambridge Classic Tour

8 16 April April Regularity 12 Car Rally

18 April An Introduction to Autosolos

9 22 - 23 April Corbeau Seats Rally

4 22 - 23 April Car Club Championships

10 23 April Ivinghoe Spring Trial

25 April An Introduction to 12 Car/Road Rallying

2 29 April West and Loud Car Show

4 29 - 30 April Ferrari Challenge UK

2 May An Introduction to Targa Rallying

Map locations: NORFOLK, CAMBRIDGE, BEDFORD, ESSEX, SUFFOLK

Logos: ANGLIAN MOTOR SPORT CLUB, better together, TARGA RALLIES, CLUB SOCIAL EVENTS

THE DUKERIES RALLY 2023

The above event took place at the Donnington Race Circuit.

SCCoN had only one entry, Willie Moore and his son Stuart, who I am pleased to tell you all, has now fully recovered from Covid.

For this event Willie's chosen steed was a Citroen C2 which was only delivered on the Tuesday before the event, which meant he did not have that much time to prepare the vehicle. This was to be his undoing!

Supporting Willie and Stuart was the hardy duo of Martin Newson and Howard Joynt, who drove up on Sunday morning.

They arrived to find the Citroen on the trailer ready for its journey home.

Sadly they did not finish Stage 1 as the clutch stopped working and this caused the gearbox to fail. On the bright side, the engine is still OK!

The winners were Michael Igoe / Will Atkins.

I must thank the local reporter for the information as I was unable to attend.

Paul Doodson



Tuner#2
Photography © 2020



Tuner#2
Photography © 2020

Sprints and Hill Climbs

Sprints & Hill Climbs are “speed” events on a hard concrete or tarmac surface, where one person drives a car for a single lap. Usually there will be one practice and four competitive runs timed to one-hundredth of a second. The cars are divided into classes from small road cars to modified race cars, including single-seaters. Through the day, the classes run in order so competitors get time to fettle their cars between runs or simply chat and look closely at the great variety of vehicles that are parked together in the paddock. Marshals get a close view and smell of the action from beside the track, to observe penalties for not staying on the correct route. Many competitors register for a regional (or national) championship, which defines the technical rules for vehicles to which each event complies throughout the year. These rules evolve as new vehicles appear (such as electric) and there are classes for young people and older beginners. Before runs begin, every car is checked by a qualified scrutineer for safety and technical compliance..... as competitors often “interpret” the technical rules with differing ingenuity! Apart from the “beginner” classes, competitors require the RS Interclub (or National) licence from Motorsport UK. Above all else, Sprints & Hill Climbs are convivial social events that can be enjoyed at relatively low cost.



Lotus Sprint Festival at Lotus Test Track, Hethel - Sunday 16th April 2023

A qualifying round in the AEMC / ASEMC / ACSMC / HCAAC / BARC Midlands / B19 / Sevenoaks Speed / WSCC / TWMC All Circuits / Morgan SCC / Lotus 7 Club / Lotus Cup UK Speed / Paul Matty / Scimitar & Sabre / TR Register Speed Championships.

This event is a venture between two organisations sharing a Hertfordshire heritage: Lotus Cars founded in 1952 by Colin Chapman as Lotus Engineering Ltd. (manufacturing in Cheshunt), plus the Herts County Auto & Aero Club founded in 1903. The course will cover 1.66 miles on the Lotus test track at Hethel. This provides a fast and well-maintained tarmac surface with challenging bends designed to explore the handling extremes of cars developed by Lotus themselves. The venue offers permanent barriers and other safety features, with paddock facilities currently under construction. Overnight camping is not permitted on site or on Potash Lane, but you are welcome to contact the event secretary for information about alternative camping arrangements and nearby hotels. Trailers with competition cars may be left on the main car park from Saturday, entirely at the owner’s risk. Changes for this year include electric/hybrid cars, plus categories for new and younger drivers. If you can't compete, how about marshalling? As spectators will be restricted, marshalling is a good way to enjoy the sport. All marshals signing-on online will be emailed a personal lunch voucher and will be entered into our generous cash prize draw. No experience is necessary. If you are interested, please contact David Gibbs 07850 - 736630. Dogs and drones are not permitted at this meeting

Lotus Motor Club (LMC) was founded in 1997 by Lotus Cars employees with an interest in motorsport and specifically sprinting. Today LMC has over two hundred members, including many former Lotus employees who maintain their link to the marque via the club. The Hethel Sprint has grown to become a regional and club championship event.

ABOUT LOTUS: Group Lotus is part of Geely Automotive, the fastest growing automotive group in the world. Geely has a 51% controlling stake, with 49% owned by Etika Automotive, a Malaysian conglomerate. Lotus Cars manufactures world-class high-performance sports cars: Elise / Exige / Evora, plus new Emira and Evija (their all-electric British hyper-car). Lotus Engineering provides a comprehensive consultancy service, working with many of the world's OEM and Tier 1 suppliers. It is internationally recognised for its long-standing contribution to ground-breaking automotive engineering and vehicle development.

Group Lotus strictly prohibits the use of still cameras, on-board video cameras and smart phones in camera mode. We would appreciate the co-operation of all competitors and their support personnel to abide by that rule to safeguard the venue for the future. Failure to comply will cause automatic exclusion from the event and venue. An appointed official photographer will publish photos online for competitors. A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event in any capacity, you agree to follow the values of the Respect Code.

Disabled driver Programme

It's that time of the year again!

Calling all disabled drivers in the UK! Do you want to get involved with entry level motorsport? Do you think you have what it takes to participate in the precision sport of AutoSOLO? Do you think you could battle it out against twelve other disabled drivers to win one of two places on a specially created scholarship for disabled drivers?

The Loughborough Car Club Scholarship is a scholarship for disabled drivers to win a year's worth of club motorsport in the sport of AutoSOLO. Two disabled drivers will be selected from the twelve drivers entered into the competition to compete in a season of events run by the Loughborough Car Club in a hand-controlled Nissan Micra.

The assessment day will be held on Saturday 29th April at Bicester Heritage.

To apply for this scholarship click on the link below and fill out the form:

Good luck!

[#motorsport#disability#disabledmotorsport#AutoSOLO#nissan#micra#loughboroughcarclub#motorsportforeveryone#anythingispossible](#)





Countrifi Networks Autosolo, Autotest and PCA - Sunday 26th March 2023

Middlesex County AC were the lead club for this event, but with plenty of assistance from other AMSC Clubs. An excellent entry of nearly 50 at one point included many competitors running under the SCCoN badge. Unfortunately there were several non-starters including the Robin Hood EXMO of Darren Burrell.

The competitors tackled four tests, four times on a very wet morning. The longest test had been redesigned overnight as the original layout was considered too fast.

Howard Joynt brought along two of his Micras for Motorsport UK Academy Drivers, Briannie Davis, George Davis and Scott Sumpton. These Micras ran reliably all day and showed a good turn of speed. Dave Saint has obviously been paying attention when marshalling as he finished fastest driver in the PCA event. Where I was marshalling he looked slower than Jane Blake whose Clio he was sharing.

Conditions dried out for the afternoon runs which meant new levels of grip.

When marshalling on one test you don't see the whole picture. It was thought Vini was having an off day, but so were the others. Vini had enough speed to fend off the Lines and Mantle families, although Robin was suffering with a misfire on his Mini. Craig Bennett did not quite have the speed in his Skoda Fabia.

Sam Carter not only proved fastest in Class A2 but took overall FTD. He just held off his brother, Toby, who had the throttle cable snap on his first run. It was a disappointing day for Andrew Scarlett and Nigel Cook who looked tidy but could only manage 4th and 5th of the MX5s.

Jonathan Stimpson had his first taste of rear wheel drive in his BMW 318. After the first run he really got the hang of tail-out motoring to take the Autotest section from John Peterson.

Spare a thought for the marshals who got soaked early on and to the drivers of the open top cars. Hard luck to Nick Skuse who drove his Austin 7 to the event, drove the tests well and then suffered a head gasket failure on the final test.

Well done to the organisers for a great start to the Autosolo challenge and our thanks to the sponsors Countrifi Networks.

John Boot

DEBDEN AUTOSOLO - 26th March 2023

The Debden Autosolo marked the start of the 2023 AMSC Autosolo series. A decent field of 39 cars and no less than 16! SCCoN members entered with a few unable to take part due to car troubles. It was a grim day to start with, steady rain in the morning before drying over the afternoon. This made grip levels inconsistent and a real challenge, catching most competitors out at some point. Class A1 contained Colin and Matthew Mantle, Dick and Robin Lines, Craig Bennett and Vini Cruz. Craig Bennett enjoyed his first Debden outing learning the courses and the limits of his Fabia, the Mantles and Lines had a good battle swapping positions throughout the day whilst Vini Cruz was out in front challenging the Carter brothers from the A02 class for overall honours. Jonathan Stimpson was not far behind learning how to tame his silver BMW and winning class D. The slippery conditions made it difficult for the RWD cars to get their power down in the morning, however it did provide prime conditions for sideways action! Andrew Scarlett and Nigel Cook posted decent times throughout the day.

In the PCA class Dave Saint and Jane Blake had a grand day out, Howard Joynt kindly provided some thoroughbred Micras for the Motorsport UK Academy drivers. They were put in their place by Nigel Mansell, ahem, sorry, Dave Saint coming away with a superb 1st in class! Unfortunately battery troubles stopped Shaun Kemp and his son en route to the event. A special mention to Scott Pezzotta who had exhaust troubles ruling him out of the event but still attended to support the other SCCoN members and getting some superb photos! If you'd like a photo of yourself, take a look using the following link for Scott Pezzotta's highlights.

https://drive.google.com/drive/folders/17mWGYiOBQpJ7FiBS5DZPpNIOpO5a7sIn?usp=share_link

Class A1

Class	Entry	Driver	Total	Position	Overall	Award
A1	A01	Vini Cruz	853.6	1	3	1st Class
A1	A09	Maciej Czechowski	877.9	2	6	2nd Class
A1	A03	Dick Lines	907.5	3	10	3rd Class
A1	A07	Colin Mantle	918.1	4	12	
A1	A10	Matthew Mantle	936.3	5	15	
A1	A04	Robin Lines	939.6	6	16	
A1	A06	Ian Brooks	960.4	7	19	
A1	A12	Nathan Smith	1024.0	8	24	
A1	A02	Craig Bennett	1084.5	9	25	

Class B

B	B04	Patrick Kane	877.7	1	5	1st Class
B	B03	Paul Webb	878.4	2	7	2nd Class
B	B07	Martin Styles	893.7	3	8	3rd Class
B	B01	Andrew Scarlett	917.4	4	11	
B	B02	Nigel Cook	948.8	5	17	
B	B06	Dean Bartram	965.0	6	20	
B	B05	Rob Rolston	1018.7	7	23	

Class D

D	ASU	Jonathan Stimpson	897.1	1	1	1st Class
D	D01	John Peterson	898.2	2	2	2nd Class
D	D04	Mark Wade	918.4	3	3	
D	D02	Richard Nel	1021.4	4	4	
D	D03	Grahame Standen	Non Starter	-	-	-

Class A2

Class	Entry	Driver	Total	Position	Overall	Award
A2	A24	Sam Carter	847.0	1	1	FTD
A2	A27	Toby Carter	849.7	2	2	1st Class
A2	A21	Matt Bidean	872.3	3	4	2nd Class
A2	A26	Barnaby Jones	906.4	4	9	3rd Class
A2	A25	Kielan Doo	921.4	5	13	
A2	A22	Neil Peterson	930.9	6	14	
A2	A05	David Lobb	952.8	7	18	
A2	A29	Michael Armour	998.1	8	21	
A2	A23	Lewis Smith	1005.6	9	22	
A2	A32	Rachael Candy	1131.3	10	26	
A2	A28	Jon Bray	Non Starter	-	-	-
A2	A31	Will Bray	Non Starter	-	-	-
A2	A33	Jason Timlin	Non Starter	-	-	-

Class E

PCA	Entry	Driver	Total	Position	Overall	Award
E	E02	Dave Saint	979	1	1	1st Class
E	E08	Scott Sumpton	1008.6	2	2	2nd Class
E	E06	George Davis	1015.7	3	3	3rd Class
E	E03	Briannle Davis	1032.7	4	4	
E	E05	Jane Blake	1068.9	5	5	
E	E07	Adam Cooper	1181.7	6	6	
E	A08	Nigel Vincent	1215.8	7	7	
E	A11	Julia Vincent	1247.7	8	8	
E	E01	Shaun Kemp	Non Starter	-	-	-
E	E04	Scott Pezzotta	Non Starter	-	-	-

**MARSHAL'S REPORT ON: THE FRESH MOTORS SCCON 12 CAR AND
THE COUNTRIFI NETWORKS AUTOSOLO / AUTOTEST / PCA.**

The Fresh Motors 12-Car started in Watton at their premises , where we were made most welcome. Tea & Coffee were served.

Before the start the Clerk of the Course was informed that the Police had closed the road for part of our route because of some incident, thus requiring a re-route at the last minute. The route was changed between TC 4 & 5.

Bryan Tooke and I were the start marshals and once all vehicles had departed, we followed along, collecting the passage check boards as we went. Except for a couple of controls, most of the marshals had departed for their next location, so it was a lonely drive around the countryside.

As we progressed along the route, poor Bryan began to feel ill, so some extra stops were necessary for him to recover. In the end we cut the route and drove to the finish only to find the competitors had scoffed all the food (the gannets) and gone home.

The results are as follows: There were 4 crews who cleaned the route.

Jon Bray/David Smalley; John Peterson / Ian Graham; Jonathan Stimpson / Will Brown ; Steve Jellie / Michelle Crouch.

In second place were two crews; Simon Hawken / Peter Riddle; and the Pollard family.

Ben Cutting/Dave Saint were 1st Beginner and amazingly they only dropped 3 minutes. Not too sure if that result is down to the driving or the navigating!

Second beginner crew was Rob Palmer / Josh Caloon (I hope I have that correct).

A big thank-you to Derek Webb and Howard Joynt for their hard work.
and to Jacob Freshwater for his hospitality.

Sunday dawned and after losing an hour's kip because the clocks went forward, we all staggered out into the rainy morning. Two of the classic Micras were taken to the Countrifi Networks Autosolo / AutoTest / PCA for the MSUK pupils, together with the club trailer which was used as a central point for the SCCON members so they could shelter from the rain.

There were quite a number of SCCoN members taking part, namely Vini Cruz, Dick Lines and Jonathan Stimpson was there as well. He[Jonathan] must have been given a week-end pass as this was his second outing in a couple of days! We even had John Peterson there! Dave Saint was chaperoning Jane Blake, who brought her Renault Clio. Kieran Millan and Scott Pezzotta were also in attendance and were of great help in preparing the Micras. Along with Howard, who was, as usual, fussing around his Micras much like a mother hen caring for her brood. I looked after the trailer from the warmth of my Toyota, where I had an early siesta so I didn't see much of the day's activities. The afternoon was a bit dryer.

The results are as follows.;

FTD Sam Carter

1st class A Vini Cruz ; Dick Lines was 3rd in Class.

Autotest 1st Class D ; Jonathan Stimpson ; 2nd John Peterson !!!!

PCA Class E. Dave Saint. When given his award a great cheer went up, so it was a popular result. Dave was also given the "Marshal of the year award" for the 3rd year running, no less, wow!! Which, might mean,he keeps it, much like in the world cup (football) , the same country winning the world cup 3 times running keeps the cup?? We will see.

All in all, a good result for SCCoN.

Then we all went home.

Paul Doodson.

INTER-MOTOR-CLUB QUIZ - AT HORRINGER ON 31st MARCH 2023

Keith Walladge of West Suffolk Motor Club kindly organised an inter-club quiz at the excellent facilities provided by Horringer Community Centre. Teams of four were invited and a total of ten teams entered with SCCON's comprising Howard Joynt, Nigel Cook, Bernie Fox and Peter Riddle. The quiz was a traditional one with Keith as the question-master reading out the questions and John Boot in charge of marking and calculating the results. A bonus was that the bar was open and sandwiches and cakes were provided.

The first round was motoring questions which SCCON's team answered pretty well, though we didn't know when the Highway Code was first introduced. And how many Vauxhall cars can you think of whose model names begin with the letter V? We had to get six. The subjects of the following rounds included Animals which SCCON only got half right and General Knowledge. Do you know how many dots are used for each character in the Braille writing system? After four rounds it was time for a break for refreshments and the SCCON team were in 8th place.

The quiz re-started with a few choice comments aimed at the question-master before getting back to the not-so-serious business of the evening. There was a round in which every answer was a single letter. How well do you know your Roman numerals or where the keys are on a QWERTY keyboard? (I nearly just wrote QUERTY!)

SCCON's team did quite well on Sport despite not quite getting the full name correct for American NASCAR motor racing, but we did get the football club who won the FA Cup in 2013. This was because one of our team members was on a train with a fan of Wigan Athletic when they won the final. How flukey was that? And another team member used to drive past Edgbaston cricket ground (the home ground of Warwickshire County Cricket Club) on his way to work!

Further questions included: "After which of its birthdays does a female race-horse change from a filly to become a mare?" and "How old was Queen Elizabeth II when she was crowned?"

Then to the final section on General Knowledge again and "Which British monarch was the first to visit New Zealand?" To give you a clue, it was in 1953/4 and we got that one right. After a much better second half, SCCON's team had pulled up to fourth equal with West Suffolk.

Congratulations to Chelmsford Motor Club who won the quiz and took away the prize of four bottles of wine. And a big thank you to Keith, John and West Suffolk Motorsport Club for organising the quiz and feeding us at a relaxed good-fun event. We must make it two SCCON teams for the next one.

The final results were:

1st	Chelmsford Motor Club	64 points
2nd	Kings Lynn & District Motor Club Chairman's team	62 points
3rd	Cambridge Car Club	60 points
4th =	Sporting Car Club of Norfolk (SCCON)	59 points
4th =	West Suffolk Motorsport Club number 2 team	59 points
6th	Kings Lynn & District Motor Club number 1 team	57 points
7th =	Green Belt Motor Club	56 points
7th =	Eastern Counties Motor Club number 2 team	56 points
9th	Eastern Counties Motor Club number 1 team	52 points
10th	West Suffolk Motorsport Club number 1 team	50 points

See more (including some photos) at: <https://www.facebook.com/AngliaMotorSportClub>

Peter Riddle April 2023

THE METRIC SERVICES EASYLARTY RALLY on Sunday 21st May 2023

Want to learn or have a bit more practice. Loughborough Car Club's annual daylight regularity rally is up and running. Based at the Greyhound, Burton on the Wolds, Leicestershire, the event features:- 100 miles of novice friendly regularity split into 3 loops. 9 grass tests, simple sideways fun on the club's regular field; smooth and open. The entry fee of £90 includes two pre-event breakfasts and there will be post-event pub food available.

Categories for Historic cars, pre 1991 & Modern Cars post 1990. Classes for Novices & Experts.

A Pre-Event Calibration Route will be available. Save the date. We will need Entries & Marshals Contact 07971 596 551 or compsec@loughboroughcarclub.co.uk

FALCON MOTOR CLUB'S 75th ANNIVERSARY CLASSIC TRIAL - PHOTO GALLERY



Kevin Lindsay's VW Buggy at the Castlett Farm re-start
Photo by Andrew K-Brown



Brian Partridge's Ridge Cannon re-starts on Picadilly
Photo by Andrew K-Brown



SCCON's Peter Riddle and Dave Saint in their Vauxhall Nova - Photo by Paul Freeman Photography



Ben Giles' Skoda Octavia making a splash at Kineton ford
Photo by Dave Cook Motorsport



John Kenny on his Beta Enduro keeping his feet up
Photo by Dave Cook Motorsport



Simon Robson's BAD Liege Sport
Photo by Claire Oakes



Charles Whitaker's 199cc Beta Alp 200
Photo by Paul Freeman



Ian Moss's 1936 Ford Y-Type
Photo by Andrew K-Brown