



Spotlight

The Newsletter of the
Sporting Car Club of Norfolk
May 2023



William and Stuart Moore on the way to a finish at Cadwell Park

A good day all round for the team, especially for the ex-scrap-yard engine & gearbox.



Why does this happen?

Here at SCCoN headquarters we've been working hard to try and come up with some new events and venues, but we are struggling at the moment.

We find a venue, get the permissions, sort out a suitable date. Then find a great team of volunteers and we are ready to go.

Next, we put together entry forms and regulations posted/ emailed to as many interested club members. We are ready to go!

Then the next thing is the weather turns against us or permission gets withdrawn.

All our hard work goes out of the window and we have to reverse all our hard work.

We let all interested parties know the event is off; much disappointment for everyone.

What I am trying to say is that the club management is always trying to get more events and venues sorted for a successful club.

There are three ways any of the club members can help.

1/ Find venues, tell a management team member where it is, and we will try and sort out what it might be suitable for and contact the land owners

2/ Help the organising team by volunteering to help in a number of ways such as being part of that organising team (taking a role within the team would be done with the help of a experienced team member). Telling friends and family about the event.

Just who are on the management team

Martin Newson

Andrew Lawson

Peter Riddle

Howard Joynt

David Leckie

Dale Lawson

Derek Webb

Nigel Cook

Paul Doodson

William Moore

Kieran Millan

Scott Pezzotta

Mark Annison

Martin Newson

Chairman

MST 6R4 Update by Mike Cowlam on Facebook

A few weeks ago it was reported on the 6R4 recreation that was creating a buzz on social media. It certainly created some discussion among my fellow flying enthusiasts



More details have emerged and, as promised, here is the update. The car will be powered by a 3.0 litre Audi engine from the Audi S4 with tuning to raise output from 350bhp to 450bhp driving through a Sadev six-speed sequential gearbox.

The price is £295 000 and is available for road use and lightweight versions will be available for race and rally use, though it is not clear what series the cars would be eligible for.

There are an increasing number of recreations being built and new technologies such as 3D scanning, printing and CNC machines mean that many historic cars could be recreated (at a price).

It does raise some interesting questions. The value of an original 6R4, depending on its competition history could be up to a million pounds. The original engines (derived from the Cosworth six cylinder from the Jaguar XJ220) are impossible to obtain and challenging to maintain. Given their value you can understand why owners would be reluctant to punish them on events like the Roger Albert Clark rally.

But rally fans want to see them in their natural environment, even if they aren't original they invoke the spirit of the original. But competing in recreations with modern engines, brakes and suspension alongside genuine period cars seems unfair. This means spending £2-£300k on a car that can only be used on demonstration events such as Race Retro.

Perhaps it's time that the powers that be consider how these cars might be incorporated into events with their own class. In turn, having a competition outlet for these cars could boost these specialist companies maintaining our position in the front line of motorsport innovation.

Countrifi Networks Autosolo, Autotest, 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.

It was a very wet morning when competitors tackled four tests, four times. The longest test had been re-designed overnight when 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. The cars 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. Even though, where I was marshalling he looked slower than Jane Blake with whom he was sharing the Clio.

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

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

Sam Carter not only proved fastest in Class A2 but took FTD Overall for the Autosolo. 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 who are Internet and Wi-Fi solutions providers.

John Boot

Mull Classic and Targa Rally

As soon as the Saltire Rally Club announced that they would be running the Mull Classic Rally for the fifth time we put in our entry and booked our hotel. It's always a great weekend with lots of gravel forest roads, great people and good craic.

Things were looking good in the weeks leading up to the event until the 205 suffered some heavy damage on the John Robson road rally which has put the car out of action until I can re-shell it. This left us in a bit of a spot as to what to do. I'd used Maggy's shopping car, a poverty spec 1.4 MG ZR for the Rally of Derbyshire the week after the Robson after fitting some spotlights and a sump protection plate but that was not going to cut it for Mull so the choice came down to either cancelling or giving the MGB GT a baptism of fire on the Scottish gravel.

After a short discussion it was agreed to use the MGB so final preparation work was carried out and ferry bookings were made and the organisers were notified of the change of vehicle. Having booked a ferry for about 11-30 on the Friday morning, to give us a sensible trip with a four and a half hour tow to get to Oban, Calmac duly informed us a few days before we were due to go, that our ferry was no longer running and we had been rebooked on to the 8-45 sailing. A hotel in Connell was quickly booked and our trip was changed to Thursday which, unbeknown to us at the time, would prove to be fortuitous.

We had a lovely drive up Thursday, sunny with little wind and no rain, which was the first time for ages we have headed this way in the dry. We arrived at Oban in sunshine, went for a stroll along the loch and enjoyed a pleasant evening meal and a couple of beers before bed. Friday morning dawned with not a cloud in the sky, bright sunshine and a slight frost with a flat calm sea. We then started seeing weather reports from home and posts from the people setting up for the Malcolm Wilson and the conditions at home and couldn't believe how different it was for us. Usually the weather on Mull is a bit wetter and windier than at home but this year it was the total opposite.

We caught our ferry over to Mull, drove to the Garmony Rugby Club and unloaded the B and left the car and the trailer there and drove in to Tobermory for the usual round of the shops and coffee stops before having a bit of a ride round in the sunshine to familiarise ourselves with some of the places we would be going the next day. In the afternoon we booked in to the Isle of Mull Hotel, which the organisers had arranged a deal with, for 2 nights stay before heading back to Garmony to pick up the B, leave the Galaxy and head down to scrutineering and our first opportunity to meet up with many familiar faces and have a bit of a catch up. A quick run down to the Craignuire Inn for food and then a return to the hotel to mark up the test diagrams and make final checks before heading off to the bar which was well occupied and felt almost like a post rally evening rather than the night before. There was a brisk business at the bar and it was difficult to get away but we had a long day in front of us so I eventually made my excuses and headed back to the room.

Saturday morning arrived and it was dry with little wind and although overcast it didn't look as if there would be any rain imminently. Breakfast was taken with many of the crews who had stopped at the hotel and it looked as if there were one or two who were maybe a bit regretful of their socialising the night before! There were some crews missing who had been unable to get to Mull due to the weather, most notably Andy Beaumont and Andrew Fish who were trapped by snow in Yorkshire.

The tests looked to be very interesting with some new test areas and some which we had last used in 2018 and it looked as if it was going to be a fun day out with the tracks in pretty good condition due to the dry weather and it only remained to see how the B would handle things as it doesn't have an LSD and I'd never driven it on gravel before and being RWD as opposed to the 205's FWD it was going to be a bit of a steep learning curve to re-learn things I forgot years ago.

The first test was in a sand quarry down near Duart Castle and was short and not too technical and was a good start to ease us in. First problem, trying to handbrake without dipping the clutch, caused mild concern (best left alone, I decided) and a bit of a deep hole just before the finish was interesting but we got round it and headed off to the next four tests all around the Fishnish area.

There was a loop of 4 tests in Fishnish which we had done before but this time the loop was reversed giving the tests a different aspect. Test 2 in the timber yard was compact, loose and muddy and the only test, other than test 1, to have a few cones in it to run round before a run out on to the gravel forest tracks which made up the other 3 tests.

Test 3 was a straight-ish run down through the forest with a couple of flicks around cones and a stop box to negotiate and an easily readable code board to record. The surface here is usually quite greasy in places but we managed to keep on track and even managed to stop astride the finish line without too much drama. A short run out and down the ferry road led us to test 4, a one and a quarter mile gravel test with an uphill start where I found out it wasn't a good idea to get too close behind Ray Rollo in his 3 litre Mk1 Capri unless you wanted to get totally grit blasted. It was fun being behind Ray as each test start we had nice, clean, loose gravel to start on with Ray having done a splendid job of taking the top off for us! The opening uphill section was on loose gravel and presented no great problems other than the rear end getting out of line a few times and a 360 anti clockwise around a cone on the left was negotiated without a problem as was the gate following it. The next section through a heavily wooded area is always slippery and was the scene of our demise last year when we slid off into a ditch. Seeking to avoid the same embarrassment this year I took it steady up to the 90 left after which the surface returned to loose gravel for the rest of the run through a couple of 3 cone slaloms and a tight 90 left to get to the uphill finish with more rear end wanderings. Feeling OK that we'd not had any mishaps on test 4 we continued up the track to the start of test 5, another loose gravel test around half a mile long with only a 3 cone slalom and stop box to get through before the finish. The large stones banged loudly against the floor of the B as we tried to get as much traction as we could whilst trying to keep the rear end under some form of perceived control, well that's what I tried to convince Maggy was my aim, before we got to the finish and a chance of a breather after what had been a fairly busy 6 minutes of tests.

We decided on a short run back to the trailer park at Garmony to check the car over and give us the chance to get out of the car for a few minutes to stretch our legs. The MGB is a bit of a tight fit for us as neither of us could be described as petite! The chance to have a short break and check all was still well with the car was a good idea and we left for the next tests up in Glen Aros feeling a bit more relaxed.

Tests 6 and 7 had been used before but, like the Fishnish tests were being run in the opposite direction this year to make things a bit different. Test 6 started downhill on loose to a 90 right followed by a long sweeping left with a 3 cone slalom half way round followed by a code board at the end of the bend before crossing a narrow bridge to go slightly uphill to perform a

360 anti clockwise round a cone. This was our only “fail” of the day as I couldn’t quite get the back end to come round and decided that it was better to let discretion play the better part and stop and reverse rather than risk the deep ditch which lay in front of us. Curses suitably uttered we continued uphill, away from the river, to another 360 ACW before a final uphill run past a code board to the finish. A short run to the start of test 7 followed and with less than a minute we were started and in to it. A mostly level run led us to the first 360 ACW which was at the bottom of an incline which led us up through a right flick to approach the top of the climb where a cunningly placed cone created a tight 90 right before starting the downhill run which was extremely tempting for a bit of right foot, however, I was a bit suspicious of the grip and wasn’t too keen on the gate posts that we had to pass through so a modicum of restraint was applied and we reached the 90 left at the bottom of the descent and were able to get round it without too much drama before flooring the old thing on the last level straight to the finish where we just about managed to stop astride, but it was close! That was the first fun session over with and we departed Glen Aros past the forestry buildings and up to the road to head back down the Glen Aros road to a point adjacent to the start of test 6 to face the first, and longest, regularity of the day down to Dervaig. We arrived at the start with a couple of cars waiting to go, so we had a bit of time to organise ourselves before moving forward to the start. The road regularities on Mull are always a bit of a lottery as the roads are single track with passing places and it can make a big difference if you are lucky enough to meet friendly oncoming traffic which will pull over in good time or those of a seemingly belligerent nature who force you to stop and reverse for no good reason other than they can, but I suppose it takes all sorts. We were lucky for all of the 8+ miles and didn’t have to stop once, we even had one car pull over to let us past which was very good of them especially as they were a competing car.

With the regularity over and a more relaxed navigator once more we headed to Dervaig village hall car park to MTC2 and a welcome lunch stop for some excellent home-made soup and sandwiches at the Bellachroy Hotel. Despite the bar being open, the temptation to restore hydration levels with a quick pint was avoided with some helpful advice from she who must be obeyed and a pleasant hour or so was spent out in the spring sunshine sharing tales of our morning adventures with the other crews and helpers.

Leaving MTC3 after lunch we headed out on the Calgary Bay road before taking the left up the Hill Road to get to the start of test 8, the first of the Mornish tests. Starting on the level with only a flick left to negotiate for a short run before a tight hair-pin left uphill to have to go in on the right for a 360 ACW which on exit went straight in to a tight hairpin right which was steep uphill. We struggled for grip for a bit but got round it to keep going uphill through some interesting bends, past a couple of code boards before having to do a CW 360 on the right between a couple of log piles to continue uphill through a 3 cone slalom before eventually reaching the finish at the summit of the climb. The marshal informed us that there was water coming out under the front of the car and so we gingerly crept forward from the finish to a spot where we could safely stop to check things out. All sorts of possibilities were in play but when I opened the bonnet there were no obvious leaks and so with extreme care I slowly released the radiator cap avoiding most of the steam which issued forth. After quite a bit of loosey/tighty I eventually got the cap off and saw there was still plenty of water in the radiator and came to the conclusion that the engine must have got so hot in the 3 minutes and 21 seconds that it took us to do the test that it had boiled up and pushed some water out of the overflow pipe. Satisfied that we were OK to continue we slowly moved forward to the start

of test 9, Mornish 2 which, fortunately, did a fair bit of descending which saw us cruising downhill in 3rd gear getting some air through the radiator to help cool things down a bit. Consequently our time was nothing to shout about but the car was still going and we were still in it.

A nice road transfer from the end of test 9 down past Penmore Mill and back to Dervaig got us to the white which we entered to get us to the start of the second regularity, about 2 miles long on a forest track starting at 20 mph for 0.3 miles then 30 mph to the ITC and 30 mph to the finish and it was over quite quickly. We were OK with our performance as we were having to use Rally Trip App, because I hadn't managed to fit the Brantz in time and it was a bit of a handful for Maggy having to hold her phone as well as do the paperwork. A short run got us to test 10 start for the run back down to the road which saw us going down past Loch Torr on the forest road with 3 off CW 360 to do, some interesting bends and grip with a few left/rights thrown in before the final downhill hairpin right, keeping tight to avoid the drop off on the left, before getting to the finish and the short run to the start of the final regularity down to Tobermory.

The first mile at 25 mph went OK and we speeded up to 30 mph to get to the first ITC. After about 0.7 miles we met a belligerent old chap in an SUV who drove past a passing space forcing us to stop and reverse. I reversed into a passing space but he still wouldn't come past until we had 2 wheels on the grass as his SUV was at least 4 metres wide in his estimation. Not knowing where the control would be the next few tenths were a bit special as I tried to catch up the lost time. We must have done reasonably well because we only dropped 7 seconds in total and we thought that at least 3 of those would have been through the caravan site at the end which was 15 mph..



Regularities all done we now had a longish road section back from Tobermory through Salen to get to the final loop of tests which started at Balmeanach with a run up through the forest

which we had never done before. The test started in open ground and went immediately left and over a narrow bridge before slowly working uphill, through a 3 cone slalom to a CW 360 which was a lot further up the track than we thought. Subsequently we lost a bit of time easing off at every bend to try to avoid an overshoot, which, with the benefit of hindsight, was a poor choice. Anyway we then joined the usual track down towards the ferry and went through 2 slaloms before reaching "Beaumont's Bend" where Andy had been off the previous year, which we took with discretion and then slowly went past the code board where we had slid off the previous year before getting a move on down the final loose section with accompanying fish tailing of the rear end to go slightly sideways through the gate before getting the CW 360, just keeping the back out of the ditch, getting the stop astride OK and the final code board before stopping in a flurry of flying stones at the downhill finish. Great fun!!

Across the Fishnish ferry road and in to test 13 a reverse trip up the morning's test 3. We've had some interesting moments up here in the past and tend to treat it with respect as it is quite slippery in some places but with good grip in others. It was straightforward, just over half a mile with a stop box where it was a bit greasy and easy to slide through but then only a couple of flick lefts, both of which can be a bit tricky, especially the second one where there is a metal post which just invites the less respectful to adjust it, with the final run up to the finish on decent, loose gravel. The immediate 90+ right after the finish was a bit of a challenge to get to the start of the final test which was a reverse run of test 2 around the timber loading yard.

The first section here is usually pretty well corrugated causing the car to bounce around a fair bit with the associated problem of trying to get some decent traction which, without a LSD is a bit of a challenge but this year it wasn't too bad and we got in to the loading yard pretty comfortably to negotiate the various cones and gates including a 180 right through a big muddy puddle to please those spectating on the adjacent bank. Ninety right, through the gate and stop astride and it was all over for another year. It had been the best Mull we have done with the best weather we have ever had, 2 dry days!

We drove back to the trailer park to load the car up as the forecast was for rain and I don't like loading up in the wet. Virtually all the crews with trailers had the same idea and once loaded and secured we potted back to the hotel for a quick brew and a look at the results before heading off to the Craignuire Inn for some food. Suitably refreshed we returned to the hotel where the après rally was beginning to get into full swing with the bar going non-stop well in to the night. After some great craic and a few beers we eventually went to bed, leaving many people still in full celebration mode.

Next morning breakfast was somewhat subdued for several people, no names, no pack drill, and after some more chat we said our goodbyes and headed away to pick up the trailer and go to the ferry for the homeward trip. It was now raining quite well and it felt much more like Mull should do! The trip home was wet all the way but at least it got some of the muck off the car and we eventually got home around 7pm and were so tired that we didn't even make it up the pub. We'd ended up 17th overall from 35 starters and 2nd in class 5 behind Ray Rollo in the 3 litre Capri so were quite happy with that considering it was our first run in this type of event in the MGB. These old cars can still be quite competitive even without some of the trick bits you can get these days which quite surprised me.

Congratulations to Michael Reid and John Lindsay over from Ireland in the Midget who got a superb win just 9 seconds clear of Fraser Hughes and Peter MacInnes in the MX5 despite

their efforts to gain speed by removing a large portion of the front of their car. Third place went to Jamie Stewart and Kevin Mollinson in a 205 just 3 seconds further back and only one second clear of Alan and Gary Ross in the C2 in fourth. Well done to you all.

A great big thank you must be said to Colin Wallace, Grace, Tom Wilson, Graham Couser, Cameron MacLean and all the rest of the team for putting on a cracking event. Also for sorting out the accommodation package with the Isle of Mull Hotel. Big thanks also to Neil and Sandy and the rest of the set up crew and all the marshals who helped to make this happen. It must be very time consuming and take a lot of effort to put on an event like this and to such a high standard.



Geoff and Maggy Bateman – West Cumbria MC (Saltire RC) – 1974 MGB GT



Geoff Bateman's 205 before and after. I don't think that will polish out



Hughes Rally on the 27th of May

Dear All

I've been asked to pass on the message that marshals are required for the Hughes Rally as follows.

Blackpalfrey Motor Club will be holding its Hughes rally on the 27th of May, which is a round of the HRCR Road Rally Championship. Like last year, the Hughes will start and finish at the Conningbrook Hotel in Ashford followed by 2 regularity sections to the Manston aerodrome where there will be an over-five-mile regularity around the perimeter, lunch and 8 tests. There will be 2 more regularities, which take the rally back to the finish at Ashford. As Manston is planned to become a functioning airport again this could be the last time it is used for rallying so if you want to become a part of this there is an opportunity to do so by marshalling

Marshalls please contact
marshals@hughesrally.co.uk

Best Regards
Brian Hemmings

Tony Marcantonio 1936 - 2023



Tony Marcantonio, a former Chairman of the Sporting Car Club of Norfolk died on 12th April at 86 years old after a short illness. Tony and his sister Nina were SCCON committee members in the 1960s and Tony was our Chairman from 1965 to 1967 and again from 1970 to 1972. He also edited 'Spotlight' in 1963, 1964 and 1967.

Some of Tony's earliest motor sporting events were rallies, competing in his Austin A35 van with his wife Julia navigating. Tony and Julia were mainstays of the SCCON motor sport and social scene over many years with Tony competing mainly in Driving Tests (known as Autotests since 1969) in cars that included his Mini and Ford Cortina Mark 1. He greatly enjoyed the Felixstowe Driving Tests organised by Eastern Counties Motor Club and he travelled to Belfast to compete as a member of the RAC British Driving Test Team. During the 1960s, Tony was one of the leading organisers of SCCON's premier Driving Test held at Norwich Cattle Market and Julia remembers pushing a certain Martin Brundle up and down in his pram outside the market while Tony was running the tests and fellow SCCON member John Brundle (Martin's Dad) was competing. This event developed into SCCON's two-cars-at-a-time 'Tandem Driving Tests' that became part of the RAC and BRTDA (British Trials and Rally Drivers Association) Championships in the late 1960s.

In the 1960s and 70s, Tony marshalled on many rallies while Julia, along with Chris Willott and Trevor Applegate provided a rally results service for organising clubs across East Anglia. This was in the days before computers and the SCCON team would be busy with their calculations while the competitors waited avidly for the results to be announced.

Tony was a person who could be relied on to 'get things done' and in the 1980s Tony and Ivan Ringwood were part of SCCON's forty-strong rally marshalling team that travelled north every February over a five-year period to run entire stages on the Mintex Rally and then on the National Breakdown Rally. The stages that SCCON ran were: Wass, Oliver's Mount and Staindale.

In 1985 Tony donated his caravan to SCCON to replace the previous one that had been given to SCCON by the aforementioned John Brundle. These caravans were kept at Snetterton and fulfilled the same roles for which the SCCON trailer is used nowadays.

When his son Alex got involved with North Walsham Rugby Football Club, Tony supported him with enthusiasm and was club Chairman in 2000 and 2001. He was also the club's Press Officer for many years, writing match reports for the Eastern Daily Press and covering Rugby Union on Radio Norfolk. Tony was still pacing a rugby touchline in his distinctive style as recently as 11th March.

In his later years, Tony's main interest in SCCON has been our Midsummer Classic Run on which he and Julia often marshalled and they took part a few times in his bright red Maserati Biturbo Spyder.

Tony was a kind person and a true gentleman whose great contribution to the success of our club must not be forgotten. The Sporting Car Club of Norfolk offers our sincerest condolences to Julia, his daughter Celia, son Alex and to his wider family.

Peter Riddle, April 2023



FIRE SAFETY STICKS - FACTORY VISIT

Derek Webb has supplied Fire Safety Sticks to some SCCON members. They are a hand-held device that is not pressurised, but contain an inert salt that produces an aerosol jet of potassium ions, an inert gas already present in the atmosphere. They are not currently approved by Motorsport UK but have the advantages of light weight and leaving no residue.

Darrell Taylor had a fire in the passenger foot-well of his Fiesta R5 (£££) rally car on the 2022 Bovington and Challenger Stages Rally caused by a fracture of the exhaust manifold. Darrell and his co-driver Steve McNulty used two Fire-Sticks to put the fire out.

SCCON has been offered the opportunity to go on a (week-day) visit to the Fire-Stick factory in Luton to see them being manufactured and demonstrated.

If you are interested in going please inform Derek. (e-mail rye.racingderek@aol.co.uk)
If the numbers are sufficient, he will get one or more potential dates.

RALLY SAFETY ISSUES

On the recent Matthews Haulage Dixies Challenge Stage Rally over the army ranges on Epynt, Damian Cole and his daughter Charly suffered a major roll-over accident, which they were lucky to survive. After the accident and after they came out of hospital they put postings on FaceBook which I have copied here, this highlights how stupid some drivers and navigators can be. Here are the postings, and after them some of my thoughts!

Damian's post.....

Thankfully both Charly and I are now at home recovering from what was a lucky escape on Sunday. Charly unfortunately has taken the brunt of the injuries and is the worst off but hopefully she will get better quickly.

Please all take the time to read the comments below from one of the Safety Marshals who was on Epynt on Sunday, they are quite frankly unbelievable and sickening to read.

If either of us had not had our helmets and HANS correctly fastened we would probably have suffered catastrophic life changing or life threatening injuries. If we'd had our belts undone, I have no doubt whatsoever that WE WOULD HAVE DIED.

Check on each other in the car before each stage start; make sure you are keeping the sport we all love, which is dangerous, as safe as it can possibly be. The scene that Toby Adam and Ian Meakin were first to arrive at was bad enough for all concerned. If we hadn't have been wearing all the safety equipment correctly it would have been catastrophically worse.

"As joint Safety Marshals at the start of Stage 6, we were amazed to find that 6 competitors pulled up to the start line but did not have their helmets fastened and one co-driver did not have his belts fastened so with only 30 second starts there were a few hold-ups for the following crews.

The same procedure happened on the start line of Stage 8 to find 3 more helmets not fastened and a co-driver with their HANS not fastened.

We then moved to the start of Stage 10, which followed closely after Stage 9, Rob John (scrutineer) was informed at this point what these competitors were doing, he then took over checking on the start line of Stage 10. I stood by him and he found 5 crew members without helmets fastened, 1 co-driver without his belts buckled up and a co-driver without his HANS fastened. As it was a short distance from the finish of Stage 9 to the start of Stage 10 had these competitors competed through Stage 9 not knowing that these safety items weren't fastened properly? You may think that what is going on only involves the inexperienced crews but one of these infringements was a competitor running in the top 5."

Carly's post, written on the Tuesday after the accident while she was still in hospital.....

Sunday was the most horrific experience of my life, no words will ever be able to describe the feeling of flying end-over-end in an accident that started at close to 120mph down that hill not knowing whether you or the person sat next to you will still be alive by the time you get to the bottom. The Skoda roll cage really did save both of our lives.

Seeing as the weather was too bad for the air ambulance to fly, both Dad and I were taken to Cardiff Hospital via ambulance by the most amazing paramedics where we both underwent multiple CT scans and X-Rays. Dad came away with a concussion, a very swollen knee and some cuts and bruises so was able to go home that night. I on the otherhand had to remain in hospital.

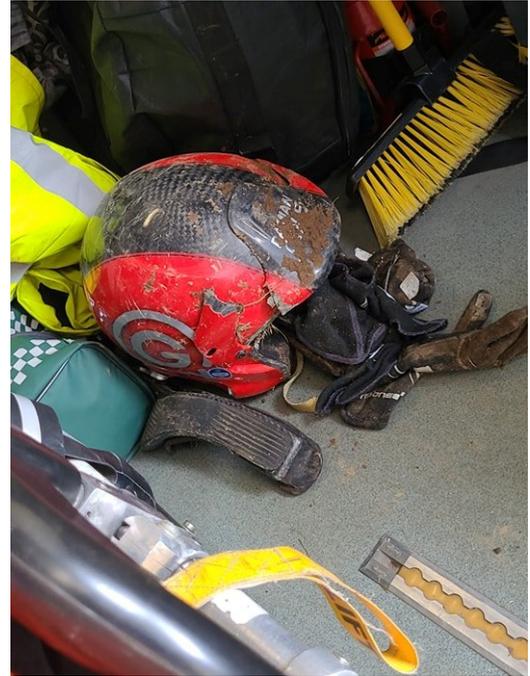
My lower back and pelvis were in a brace for several hours due to suspected fractures, but thankfully nothing showed up on any scans once we got to the hospital.

However, my lower harness straps injured me significantly, causing me severe trauma to places better left unsaid. I have suffered a very deep laceration and tearing, and damage to an artery leading to a lot of blood-loss and major internal bleeding in that area. I went into the operating theatre at 3am on Monday morning where I had surgery under general anaesthetic. I'm still in hospital, on multiple IVs for painkillers and antibiotics with the hope to go home over the next couple of days.

I can't thank Toby Adam and Ian Meakin enough for their help, they were in the next car and I would never have gotten out of the Skoda without them pulling me out through the windscreen. Also a massive thank you to Richard Shorey who, along with Toby, managed to release Dad who was trapped in there. And finally to all rescue units that helped us, you are all heroes. Also huge thank you to Neil, Dominic and Jamie for everything you did for us and to all my family who dropped everything to come to us with no hesitation.

I've been totally overwhelmed by the amount of lovely messages from everyone. I've tried my best to reply to them all but thought it would be easier to put an update here instead.

Thank you all so much, we really appreciate it and hope to be back out and at it again once we've fully recovered.



The sad remains of Damian and Charly's Skoda Fabia RS Damaged crash helmet posted by Damian

I think some people forget just how dangerous our sport can be. The rules are not written for the safety of those sitting in an office somewhere, they are for those of us sitting in the cars. Over my years of competing (1985-2019) I cannot remember ever leaving any of my safety equipment not secured and in place, there is nothing to be gained by not doing it. If you ask Peter Morris, we had a few near misses and just got away with it, others have not.

Martin Newson

**WICKFORD AUTO CLUB and CAMBRIDGE CAR CLUB
AMSC DEBDEN TARGA RALLY
Debden Airfield 28TH May 2023**

**Interclub & Clubman Permits. Entries Open. Interclub & Clubman Permits
Regs and online registration for Competitors & Marshals at
<http://www.wickfordautoclub.co.uk/Targa.htm>**

IAN RIX

We are saddened to learn of the passing of Ian Rix (Rixy) on 9th April. He was a much respected, competitor and family friend.

A huge supporter of rallying in East Anglia, Ian will be greatly missed in the rallying world. Rix Engineering sponsor the AEMC/ASEMC Stage Rally Championship.

Ian will be missed by so many motorsport enthusiasts in this area and further afield. WSMC and SCON send their condolences to Clare and the family.

