

Spotlight

Newsletter of the Sporting Car Club of Norfolk
June 2023



We don't need a generator on the classic cars that will be out on the SCCoN Classic Run

Don't forget our Classic Car Run on June 25th Starting from Whitwell and Reepham Station with cars arriving from 8.00 am. Please come along and help at the start in setting the cars off.

We will need some help at the other venues too.

For more details give Martin a call on 07717 - 109472

Also in this issue - the history of SCCoN's Midsummer Classic Car Run



Club Triumph and Chelmsford Motor Club Autosolo/Autotest

At Chelmsford Park and Ride on 14th April



A great day out and a great showing from the 14 SCCON members who made the long drive. And a special shout out to [Kieran Millan](#) and [Howard Joynt](#) for bringing the Micras that were driven tidily by some grateful drivers. I didn't get photos of all of the classes but please post your own pictures on SCCON's Facebook page.

Dave Saint

Club Triumph and Chelmsford Motor Club Autosolo/Autotest



A word (or two) from Chelmsford MC's chairman on a very successful new event yesterday. CMC and Club Triumph's Autotest/Autosolo on April 14th was a Great Triumph.

I was very pleased how the event went at Chelmer Valley Park and Ride.

There were a few challenges, with no access for set up until 2.5 hours before we started, and an ambitious test layout and programme. From a two-club team working together for the first time but with a few "on the hoof" changes, and great patience from a very friendly bunch of competitors, we all had a great day.

With a complete mixture of driver experience, 10 first-timers (mostly joining CMC for the first time) and a substantial entry of 55 starters - who all finished, it was simply great to see the close level of competition.



The stand out performances for me were :-

SCCON's Scott Pezzotta - Clio 172, winning the 15 strong PCA Class on 415.9 good enough for 6th o/a if all the classes were put together. Will Penfold in the tyre smoking BMW 2nd in the PCA class some way ahead of 3rd placed Dave Saint - marshal turned pothunter!

William Hockley aged 18 a first timer in a Howard Joynt Micra (many thanks for bringing 2 down from Snetterton Howard) 8th PCA and Jay Sayer another first timer in the vast Mercedes Estate 9th PCA. Jamie Rutter aged 14 finishing all the tests in a Micra with a vicious clutch and he was beaming by the end of the day.

Lewis Wake another first timer, winning the nine-strong Triumph class in Uncle Colin's Spitfire.

Vini Cruz MR2 winning the Autotest from a close battle with the smoking Mini of John Peterson and tyre smoking Chevette of Mark Wade.

The Overall winner FTD Sam Carter in his Saxo holding off Ben Greenfield in his 106.

My thanks go to Michael Helm C of C handling the cones, Mike Bishop the contract work with Essex Highways, Tony Michael diagram production, Dave Thompson Secretary & Nigel Abdullah test planning.

Special thanks to Simon Tonks editing the Sapphire Timing corrections and of course the marshals who hardly had a break getting a total of 880 test runs processed!

Jim Bowie Chief Marshal



Hug a lamp-post - don't let your motor sport end like this. (not a SCCON member!)

Freddy Hewitt Racing at Mallory Park 21/05/2023

Mallory Park was a new track for us. The last time we came it was torrential rain and three complete laps for an ARDS test back in 2019. So when we turned up with no testing, expectations were low. During qualifying we were struggling with the rear end being too loose and qualified 4th within the S Class. Before race 1 we decided to change the set-up on the rear to make it more stable and it seemed to work well getting up to 2nd by the exit of turn 1, maintaining that throughout the race with 2nd in class.

Race 2 we started P2 after a great launch we got into the lead before turn 1 then dropping back to 2nd at the hairpin before it was red flagged and we had to restart. On the restart it was another good start but not good enough to get into the lead maintaining 2nd in class through the race.

Pleased to come away with two more second places especially after how things looked after qualifying, now we look onto Thruxton in July



A massive thank you to

[EST Performance](#)

[Bad Boy Tuning](#)

[PJM Motor Engineering Ltd](#)

Photo credit HRRCC Minis



Some photos from the South Suffolk Classic Car Run on 21st May 2023
Jointly organised by Eastern Counties Motor Club and West Suffolk Motorsports Club



SCCON's Paul Doodson on marshalling duties assists a not-so-discreetly-painted Jaguar



Some of the attractive peaceful places visited by the event

Percy'n myndi'r Gorllewin



The Old Forge Garage Gremlin Historic Rally - May 7th 2023

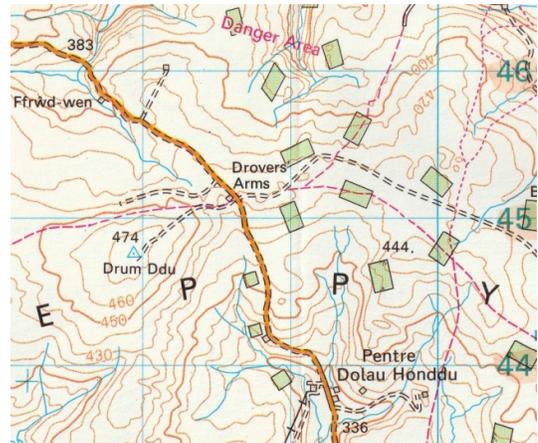
An occasional report following the exploits of team Fiesta running in the 2023 HRCR Clubmans Championship. Round 1 (Tour of Cheshire) was not a great success (but we did improve on 2022), round 2 (North Yorkshire Classic) went much better and here we were in Wales for round 3. First time for me but Hugh and the Fiesta ran in 2022 finishing 11th o/a. I appreciate most readers have absolutely no interest in Regularity Rallying but, following the previous weekend's well documented Dixies Challenge event run over the Epynt ranges, I thought a comparison of the two events might attract more interest. Dixies Challenge, entry fee £330, 10 stages, 40 competitive miles, 15 link miles. Gremlin, entry fee £190, 8 tests, 15 competitive miles, 100 miles of regularity (majority on the gravel roads on the ranges and adjacent forests, 30 link miles, bacon rolls, packed lunch, carvery meal. Big difference - Dixies Challenge loads of expensive safety stuff (HANS, romper suit, hat, extinguishers etc etc) – Gremlin no mandatory safety stuff apart from a triangle and spill kit! (Plus advisories for extinguisher, belts and cage) In 2022 most of the tests were on the forest tracks, this year all were on a mix of sealed and gravel. If it had rained it would have been fine, but it didn't. Looking on Youtube average speeds are kept down on the stage events using serious looking chicanes, keeping average speeds to 30 on the tests was a challenge too far. Test names taken from the road book that may be familiar to some. Test 1, Burma, Burma Road starting at Four Ways Bridge and finishing at Dixies Corner, tests 2 & 3, Deer's Leap, starting from Dixies Corner on the tarmac and looping back to the start using the Rally GB Gravel Road. Test 4, Lyn Login, starting from the Drovers Arms and finishing at the B4520 using the track either side of the Concrete Road. Test 5, Craig Goch Farm, farm tracks to the north of Builth Wells. Test 6, Deer's Leap, reverse of test 2. Test 7, Burma, reverse of test 1. Test 8, Lyn Login, re-run of test 4. Standard methods used to try and keep the average speed down to 30, stop boxes, code board, cones, just didn't work. Test 1, 5 cars beat the bogey, Test 2 – 13, Test 3 – 15, Test 4 – 10, Test 5 – 0, Test 6 – 0, Test 7 – 6, Test 8 – 7. Hugh was unusually restrained and we didn't beat the bogey on any of the tests but we got within 5 seconds on a couple.

Reg 1 started to the west of Talgarth, 17 miles, 12 speed changes, 7 controls and 3 boards, defined by straight forward map features, apart from some red dashes that should really have been red dots, perhaps it is a Welsh thing. First 15 miles were on yellows with the last couple of miles on the ranges. On public roads controls must be at least 2 miles apart, not so on the ranges. Final speed change was up to 30, and with just over a mile left my time card was missing two controls and a board. I have calculated that after stopping at a control it takes approximately 1 minute 24 seconds (0.7 miles) to get back on schedule on a section timed at 30 – the calculation makes one or two assumptions 30 seconds stopped at the marshal on a straight tarmac road where an average of 50 mph is doable. Obviously things take a bit longer on a wiggly pot-holed bit of gravel. Time Card showed the code board was between ITC6 & 7 which helps, the board was actually located LWR on a largish NAM triangle, bit of a debate at lunch about whether the information on the Time Card was enough to send you LWR! Again possibly a Welsh thing as it wasn't the only LWR with no instruction.

Reg 2 started south of Dixies, 32 miles, 11 speed changes, 13 controls and 7 boards, nice and straight forward route defined by nine A4 sheets of tulips, well straight forward with an on-form trip and an attentive driver. First 3 miles on the ranges were timed at 30 and we were surprised to come across the first control round a bend within 0.4 miles of the start, and then the second hidden in a NAM dingly-dell just 0.8 miles further on, nobody was early at the 2nd control! Ended up with 5 controls on that track followed by a run down and back up the yellow road dual carriageway before the first speed change after 6.6 miles. Only another 26 miles and 8 sheets of tulips to go! Have to own up to benefitting from running at car 17 as we had tyre tracks from the earlier cars to follow at the trickier slots. Looped on and off the yellow back past the start of the Reg and a long forest loop through Halfway (a tests from 2022), then it was a route share with tests 1, 3, 5, 7, & 10 from Dixie's Challenge past the quarry and back onto the yellow at Bamforths, Piccadilly, Rifle Ranges, and Crychan Forest, then the B4519 to finish at the Drovers Arms. All went surprisingly well with no dramas.



Passing the Drovers Arms at Regularity 2's finish



Drovers Arms on O.S. Map 147

The Drovers Arms, Epynt Military Training Area (previously Epynt)

The Drovers Arms, a remote inn on Mynydd Epynt (Epynt Mountain) used by cattle and sheep drovers over many decades was once the highest Public House in Wales. Thomas and Caroline Evans were tenants of the Drovers Arms from the 1880s and they had eleven children. Whatever the weather, their children walked the three and a half miles to their school in the tiny village of Maesmynis. Pieces of broken crockery were laid alongside their route over the hills so they could find their way even when it was foggy. These tracks were known as the 'china roads'. In 1940, by which time Caroline Evans was an 87 year old widow, the War Office compulsorily purchased most of Epynt (including the Drovers Arms) for use as a wartime artillery range. Apparently there was quite a party when Caroline sold off her stock of drinks cheaply just before the army took possession of the Drovers. In 1994 the army restored the outside of the old inn but inside they just laid a concrete floor, leaving the rest untouched. It is now used as a shelter for soldiers during military exercises on the ranges. Thanks to Caroline's great grand-daughter Hilary Williams for this info. Peter Riddle June 2023



Left: the Drovers Arms in the 19th Century and right: Caroline Evans with her son Jack

MC2 / 3 (lunch in/out) was a bit of a struggle, could have been marshalled a bit better. It was a tad chaotic with cards disappearing to be chipped, packed lunches delivered, cards returned only to be taken away by the next marshal in the line, navigation for Reg 3 delivered and then the bit that threw me as the card for MC3 came in through the window with a time and a signature but no time to enquire if we needed a chip at the out control.

And on to the regularities, 5 of them. The Road Book, handed out after scrutineering, showed Regs 1 and 5 to be pre-plot, Reg 2 was tulips, Reg 3 was handed out and plotted over lunch and Reg 4 would be plot and bash. The Time Cards, also handed out after scrutineering, showed lots of ITCs (33) plus a few code boards (12). Perhaps the most worrying bit in the Road Book was the number of speed changes, 12 on Reg 1 and 11 on Reg 2! Obviously not going to be much opportunity for sight-seeing from the left hand seat. However, it turned out that all the speed changes were straight forward at set distances and at controls.

Reg 1 started to the west of Talgarth, 17 miles, 12 speed changes, 7 controls and 3 boards, defined by straight forward map features, apart from some red dashes that should really have been red dots, perhaps it is a Welsh thing. First 15 miles were on yellows with the last couple of miles on the ranges. On public roads controls must be at least 2 miles apart, not so on the ranges. Final speed change was up to 30, and with just over a mile left my time card was missing two controls and a board. I have calculated that after stopping at a control it takes approximately 1 minute 24 seconds (0.7 miles) to get back on schedule on a section timed at 30 – the calculation makes one or two assumptions 30 seconds stopped at the marshal on a straight tarmac road where an average of 50 mph is doable. Obviously things take a bit longer on a wiggly pot-holed bit of gravel. Time Card showed the code board was between ITC6 & 7 which helps, the board was actually located LWR on a largish NAM triangle, bit of a debate at lunch about whether the information on the Time Card was enough to send you LWR! Again possibly a Welsh thing as it wasn't the only LWR with no instruction.

Reg 2 started south of Dixies, 32 miles, 11 speed changes, 13 controls and 7 boards, nice and straight forward route defined by 9 A4 sheets of tulips, well straight forward with an on-form trip and an attentive driver. First 3 miles on the ranges timed at 30 and surprised to come across the first control round a bend within 0.4 miles of the start and then the second control hidden in a NAM dingy dell 0.8 miles further on, nobody was early at the second control! Ended up with 5 controls on the track followed by a run down and up the yellow dual carriageway before the first speed change after 6.6 miles, only another 26 miles and 8 sheets of tulips to go! Have to own up to benefitting from running at car 17 as we had tyre tracks from the earlier cars to follow on the more tricky slots. Looped on and off the yellow back past the start of the Reg and a long forest loop through Halfway (one of the tests from 2022), then it was a route share with tests 1, 3, 5, 7, & 10 from Dixies Challenge past the quarry and back onto the yellow at Bamforths, Piccadilly, Rifle Ranges, Crychan Forest, B4519 to finish at the Drovers Arms. All went surprisingly well with no dramas.

MC2 / 3 (lunch in / out) was a bit of a struggle, could have been marshalled a bit better. It was a tad chaotic with cards disappearing to be chipped, packed lunches delivered, cards returned only to be taken away by the next marshal in the line, navigation for Reg 3 delivered and then the bit that threw me as the card for MC3 came in through the window with a time and a signature but no time to enquire whether there was an out control for a chip.

Reg 3 started north of Builth Wells, 27 miles, 15 speed changes, 6 controls and just the 1 board but it was another secret squirrel LWR on a NAM grass triangle with no clue in the navigation, not so obvious this time and missed by 12 crews. Simple grid line crossings for the first 12 miles crossing the A483 at Garth, then a couple of vias to re-join the ranges at the Rifle Ranges (back on to Reg 2 tracks), a follow the arrows section round the Quarry and then a final via onto the track that isn't on the map through the bit of forest that is on the map but no longer has any trees to the finish and back onto the well used yellow.

Reg 3 was a bit ragged, missed the first slot, but recovered, Hugh spotted the NAM board, and then we had our only serious wrong slot missing the track back on to the ranges, recovered but not quickly enough dropping 40 seconds at the next control, potential for a bit of a domestic, but it could have been a lot worse as wrong slots on the ranges don't usually have a happy ending!

Reg 4 started at the end of Reg 1 using the same tracks (and NAM) for the first mile or so, 8 miles, all at 30, 7 controls and 2 boards both on LWRs but both in the nav. Plot & bash tulips handed out at the Reg start and one for

the regulars. Brain went AWOL and I struggled, cunningly placed controls meant I never got it onto the map, there was also a couple of grid references for a gravel loop just after the second LWR, pure luck and instinct got us round the loop but then my mind went blank. I didn't realise that the first reference was 5 squares out until post event, by this time car 18 had caught us so opted for the follow that car to the finish. It had been a long day!

Reg 5 started off B4520, 10 miles, 4 speed changes, 3 controls and no boards. Navigation grid square departs and a couple of spot heights running west to east through Erwood, A470, "Lady Milford's Bridge", to finish in Boughrood leaving a short run back to rally HQ at the Old Railway Garden Centre in Three Cocks.

One of the advantages of non-public roads and tulips is problem-free multi-use of roads and tracks. I wouldn't like to say how many times we used the yellow between Llywel and Cefn-gorwydd both link and competitive and also the B4519 between Garth and Drovers Arms, but it was certainly more than once. Tulips allow the use of tracks that aren't on the map and then using plotted route instructions sticks to tracks that are on the map apart from the odd "the follow the arrows" bits.

To finish off the comparison between the two events. Regs 2 & 3 covered all the tracks used on stages 1, 3, 5, 7 & 10 and tests 2, 3 & 6 covered most of the tracks used on stages 2, 4, 6, 8 & 9. And for a bit more light reading on what is an iconic bit of rallying territory: <https://www.rally-maps.com/Dixies-Challenge-2023><https://www.fairfieldmotorsport.com/rallyinformation/documents/Epynrallying.htm>

How did we do? 11th o/a when we left the finish and 15th o/a when the results went final, happy with both, one of those events where nothing really went wrong, yes, I made a couple of mistakes but that's why we are running as Experts and not Masters! We still have lots of room for improvement. By 'Percy' May 2023

Editor's note: 'Percy'n myndi'r Gorllewin' means Percy Goes West.

Hugh Garnish and Dave Bell finished 15th out of 57 cars winning their class.



Test 8 at Llyn Login 2



Thanks to Andy Manston for the photos

Views from Hero Challenge 1 by Derek Webb



Derek Webb / Archie Pelling - 1966 MG Midget



Stephen Hardwick / Steven Way - 1965 Ford Falcon



Mike Farrall / Zach Burns - 1937 Jaguar SS100



Bengt Jakobsen/Martin Jakobsen - 1934 Alvis Super Eagle



Nick Brayshaw / Dominic Gill - 1970 MGB

The History of SCCON's Midsummer Classic Car Run

The second Norwich Union Classic Car Run, organised by the Royal Automobile Club in May 1987, was the first time Norwich was used as one of the starting points for that event. On the Saturday prior to the run, the Sporting Car Club of Norfolk, under the guidance of club member Malcolm Watson, organised a display featuring many of the cars in Chapelfield Gardens. Norwich Union also invited all the Norwich starters to a complimentary Saturday evening buffet in the Marble Hall of their headquarters building. On Sunday morning SCCON ran the start, with the cars being flagged away from Norwich Union's Surrey Street HQ in age order starting with the oldest.

From 1991 SCCON organised a further (optional) benefit for those participants who had chosen to start from Norwich. This was another, shorter, car run held the day before the main Norwich Union run. With a route in Norfolk and Suffolk this became known as the 'Saturday Run'.

When the RAC stopped using Norwich as a starting point for their event in 1998, SCCON carried on running the 'Saturday Run' - except that it was now held on a Sunday! So 1998 was the first SCCON Midsummer Classic Car Run and it attracted 77 entrants. It has run every year since then except for 2020 when it was cancelled due to the Coronavirus pandemic. The routes were predominately in Norfolk and Suffolk and none of the routes has been repeated. Ten different places have been used for the starting points.

Martin Newson and his team have run SCCON's event since 2006 when 90 cars were entered, increasing to a peak of 157 in 2021 which was the 70th anniversary year of the founding of SCCON. This year's is the 17th SCCON classic to be organised by Martin Newson and his team, and 2023 will be the 25th running of SCCON's Midsummer Classic Car Run.

On the 24 SCCON Midsummer Runs held so far, 580 different drivers have taken part in 384 different models of vehicle. Last year, nine models were entered that had not previously taken part in a SCCON Classic Run. The most popular makes of car have all been British: M.G. with 82 different examples, Triumph with 56 and Jaguar with 48 cars entered over the years. Two different Stanley steam-powered cars have taken part and two electric cars, a Honda CRZ Hybrid and a fully electric Tesla Model S that was a very rare car when it was entered in 2016.

FOUND ON THE INTERNET (BY AN ANONYMOUS CONTRIBUTOR).....

This is not for the faint hearted but worth a read if you want a good laugh.

WARNING FOR ALL MALES when buying a security device for a loved one.

Last weekend I saw something at The Gun Show that sparked my interest. I was looking for a little something different for my wife Dana. What I came across was a 100,000-volt, pocket / purse-sized Tazer.

The effects of the Tazer were supposed to be short lived, with no long term adverse effect on your assailant, allowing her adequate time to retreat to safety...?

WAY TOO COOL! To cut a long story short, I bought the device and brought it home.. I loaded two AAA batteries in the darn thing and pushed the button. Nothing! I was disappointed. I learned, however, that if I pushed the button and pressed it against a metal surface at the same time, I'd get the blue arc of electricity darting back and forth between the prongs.

AWESOME!!! Unfortunately, I have yet to explain to Dana what that burn spot is on the face of her microwave.

Okay, so I was home alone with this new toy, thinking to myself that it couldn't be all that bad with only two AAA batteries, right?

There I sat in my recliner, my cat Leo looking on intently (trusting little soul) while I was reading the directions and thinking that I really needed to try this thing out on a flesh & blood moving target.

I must admit I thought about zapping Leo (for a fraction of a second) and then thought better of it. He is such a sweet cat. But, if I was going to give this thing to my wife to protect herself against a mugger, I did want some assurance that it would work as advertised.

Am I wrong?

So, there I sat in a pair of shorts and a singlet with my reading glasses perched delicately on the bridge of my nose, directions in one hand, and Taser in another.

The directions said that:

A one-second burst would shock and disorient your assailant;

A two-second burst was supposed to cause muscle spasms and a major loss of bodily control; and

A three-second burst would purportedly make your assailant flop on the ground like a fish out of water.

Any burst longer than three seconds would be wasting the batteries.

All the while I'm looking at this little device measuring about 5" long, less than 3/4 inch in circumference (loaded with two itsy, bitsy AAA batteries); pretty cute really, and thinking to myself, 'no possible way!'

What happened next is almost beyond description, but I'll do my best.

I'm sitting there alone, the cat looking on with his head cocked to one side so as to say, 'Don't do it stupid,' reasoning that a one second burst from such a tiny lil ole thing couldn't hurt all that bad.. I decided to give myself a one second burst just for heck of it.

I touched the prongs to my naked thigh, pushed the button, and...

HOLY MOTHER OF GOD. WEAPONS OF MASS DESTRUCTION. WHAT THE..... !!! I AM CERTAIN I JUST MET JESUS!!!

I'm pretty sure Hulk Hogan ran in through the side door, picked me up in the recliner, then body slammed us both on the carpet, over and over and over again. I vaguely recall waking up on my side in the fetal position, with tears in my eyes, body soaking wet, both nipples on fire, testicles nowhere to be found, with my left arm tucked under my body in the oddest position, and tingling in my legs! The cat was making meowing sounds I had never heard before, clinging to a picture frame hanging above the fireplace, obviously in an attempt to avoid getting slammed by my body flopping all over the living room.

Note:

If you ever feel compelled to 'mug' yourself with a Taser, one note of caution:

There is NO such thing as a one second burst when you zap yourself! You will not let go of that thing until it is dislodged from your hand by a violent thrashing about on the floor!

A three second burst would be considered conservative!

A minute or so later (I can't be sure, as time was a relative thing at that point), I collected my wits (what little I had left), sat up and surveyed the landscape.

- My bent reading glasses were on the top of the TV.
- The recliner was upside down and about 8 feet or so from where it originally was.
- My triceps, right thigh and both nipples were still twitching.
- My face felt like it had been shot up with Novocain, and my bottom lip weighed 88 lbs.
- I had no control over the drooling.
- Apparently I had crapped in my shorts, but was too numb to know for sure, and my sense of smell was gone.
- I saw a faint smoke cloud above my head, which I believe came from my hair.

I'm still looking for my testicles and I'm offering a significant reward for their safe return!

PS: My wife can't stop laughing about my experience, loved the gift and now regularly threatens me with it!

Try not to laugh.

First time rallying for Dave 'Shaggy' Saint and Jane Blake.

Anglia Motor Sport Club Debden Targa Rally, Sunday May 28th
Hosted by Wickford Auto Club & Cambridge Car Club.

For us this was a double-drive event, which basically means one of us would drive three tests whilst the other navigates, then we swap over roles and repeat the three tests. This is the format of the day until we have driven twelve tests each. After six tests each the direction of the test gets reversed.

I arrived early at RAF Debden, which is just a few miles south east of Saffron Waldon, and decided to tow the trailer 'just in case', whilst Jane drove her rally car, a 1.4 Renault Clio (called Cheryl) from her home in Rendlesham.

There was already a hive of activity in the paddock area, and plenty more competitors and marshals were still arriving. It was good to see a lot of familiar faces there, and a few new ones too. The first thing to do was jack the car up and swap the standard wheels for knobbies and head off to the noise test and scrutineering, which we passed without issue, a big sigh of relief! Then we went off to HQ to sign-on and collect our road-books, car numbers, time cards etc. With everything sorted and feeling as ready as we ever could be it was time for the drivers briefing by clerk of the course Stuart Kingham. Formalities over, it was time to jump in the car and drive to MTC1, myself driving and Jane navigating first time out, and of the 78 entries I was seeded 13th. Jane presented my time card at the main time control and had it electronically chipped – we were now officially competitors in our first ever Targa rally!

We were now in a short queue for the start of Test 1, so I had another glance at the map trying to memorise the first 10 manoeuvres, and even managed a quick hello out the window to club regular Paul Doodson. Although the cars are set off at 1 minute intervals we were soon on the start line, time card chipped and being counted down. Surprisingly I wasn't nervous, just desperate to get off the line without stalling, and getting a good start, mission accomplished. I was soon at the end of my memorised bit and was then totally reliant upon Jane to navigate me to the end, tight turns and fast stretches, with a mixture of hard surface and loose gravel, and a jump thrown in for good measure. Before I knew it the finish line was in sight, and that was it, time card chipped again and we had completed our first test. Grinning from ear to ear as that was much more intense fun than I ever thought it would be. However, unbeknown to me at the time, I had picked up a 30sec time penalty for missing a code board, plus a further 10secs for striking a cone, apparently!

On to Test 2 and the friendly face of Luis Diaz on the start line. This was a much longer test, which also incorporated the smoothness of the main runway and a long gravel stretch in the trees. After several twists and turns I was on the runway and able to put my foot down, until a 90 right onto the gravel track. We had been advised of this at the briefing – RAF Debden is still a live training base, and during an exercise they had managed to put a Mastiff to the left of the track creating some very deep ruts. The start of the track had been narrowed with barrier tape, and there was also a large dip in the middle. My plan of attack? Foot down and carry on regardless, a plan that worked I'm glad to say. Test 2 complete, but more penalties, 20secs for going the wrong side of a cone, and a further 20secs for hitting two more cones,,,,, to be honest when you're in a car going sideways on gravel you can't always tell if you've cleared a cone, clipped it, or knocked it in to orbit! Although I'm sure one of them was the latter.

And so to Test 3. More friendly faces in Neil Wackett, John Boot & Nick Skuse, so you can imagine the friendly fire of banter. I knew the start to this test, two 90 rights followed by two 90 lefts and another 90 right, all within 100 yards, and again a mixed surface test. A good start through the first five turns, but may have wrong-sided a cone shortly after, then on in to another gravel stretch, with more cautions for deep ruts to the left. Elbows in, deep breath and fingers crossed, job done. A relatively smooth run, with a couple of sneaky hidden cones which I did find eventually. A fast and enjoyable zig-zag to the finish and Test 3 was in the bag. And ooh look at that, no time penalties. Have I finally got my act together?

That was part 1 complete, so now to return to the paddock, with a quick stop at MTCin so they could download my chipped times. Time for a quick can of pop, swap seats, grab Jane's timecard and head off to MTC1 again, this time with me navigating and Jane driving. Queueing for Test 1 start again, and to be honest it's the quietest I've ever know Jane, maybe just a touch of nerves? Well they soon disappeared as she set off driving on her first ever Targa, and drove like an absolute demon! I'm sure I was taller before the jump, and there is photographic evidence of Cheryl being all four wheels in the air. Keeping up with the map and writing down code boards is not quite as easy as it seems at first, but we were soon at the finish, and she'd absolutely smashed the first test. Only picking up a 20sec penalty for the wrong side of a cone, poor navigating by me! A few deep breaths and it was clear to see she was as happy as a pig in 'you know what'. Targa's are clearly not a one-off for this lass!



Dave



Dave

Mid-Amble

Jane's first introduction to motorsport in East Anglia happened when she signed up to marshal on the Stanta Targa in December last year. I allocated her to a stop/go lollipop on the first test, under the watchful eye of Chris Deal. At the end of the event we spoke and I enquired how it went. That was it, she was hooked and determined to get her own rally car and have a go. Unsurprisingly I've heard this from a lot of people following their first taste of an event, but in this case Jane meant it. Within a couple months a deal had been done, and a few weeks later she was the **very** proud owner of Cheryl. Having only entered two Autosolos she was straight in to Targa Rallying, fair bloody play I say!



Jane



Jane

Now on the start line of test 2, definitely less nervous and all fired up we went again. Soon on to the runway and power down there was a sudden loud bang followed by an unmistakable judder. The car stopped off test, and I jumped out to see the nearside front tyre had been pulled off the wheel, and the rim was severely buckled. It actually looked like we'd hit a concrete block, but on the main runway there is nothing to hit. Nothing more than a combination of power and right hand lock, maybe just a fraction too much of both, nonetheless resulting in a bang that I later found out was heard by some of the marshals on the next test!

At this point I must thank Owen Turner and Keith Lane, unfortunately for them they suffered a mechanical retirement near to where we stopped, so in the spirit of rallying they came to assist in the wheel change, for which we are both very grateful. With slight caution Jane continued to the finish of Test 2, picking up another 20sec penalty for wrong side of a cone, but sadly the time taken to change the wheel was far greater.



The Puncture!



Cheryl, on a previous Autosolo.

Time to forget about the previous test issues and concentrate on Test 3. Pushing hard and keeping it tidy Jane hit a clear test without penalty and was only 9 seconds off my time. Things were looking good, and with a great feeling of achievement we headed back to the paddock again. The punctured spare was duly evicted from the boot, we swapped a couple of wheels around and then it was time to do it all again.

Off I went to test 4 (Test 1 run a 2nd time). As with my first run I picked up another 40seconds of penalties, for exactly the same reasons, clearly I haven't got my act together, although I did trim 18secs off my original time.

Test 5. A clear run at this without any time penalties, and took 27secs of my first attempt at it. Even though a slight misjudgement at a hairpin left on the gravel in the woods meant a slight reverse was needed. Lots of unprintable cursing from me!

To Test 6 and although I wasn't aware of my times at this point, I could feel they were an improvement. The tight twisty start went well and everything was flowing smoothly, but just as I was coming out on to the fast zig-zag finish I went to grab 2nd gear but only received a loud crunch, what's that?, tried for it again and another crunch, by this time I had lost momentum so went back to first gear, except it wasn't where it should have been, and nor were any other gears now. The gear stick was moving around freely with nothing to select. I quickly pulled the car off test and stopped. Jumped out to have a look underneath and the transmission fluid was leaking, badly. That was it, game over for us. I felt angry with myself inside, then looked at Jane and could see the upset look in her eyes, Cheryl broken in her first Targa outing, by me. Not a great position to be in, (I still feel bad now). Knowing I also had to deal with the situation from a safety point of view, all I could offer was a quick apologetic hug before running back to the previous marshal. I asked if he had a radio to call it in, he did have one, but handed it to me, I think he was a little unsure about using it. As I reported the incident to Clive Grounds at radio control, I could hear the confusion in his voice as he recognised me, a competitor radioing in for himself to arrange recovery, probably not a regular occurrence to be honest.

I returned to the car and Jane, explained the situation. All we could do now was sit in the sun and watch everyone else as they carried on their merry way, some even waved to us, I'd like to think it was friendliness over sarcasm! So the last car was soon followed by the closing car, then along came recovery. Many thanks to Karen Scott and crew for not making a drama out of a crisis, although being towed back through a busy paddock area is not something I'd like to repeat. Now, as I said at the start of this, I towed the trailer 'just in case'. So with the much appreciated help of Jon & Will Bray and Ady & Ellen White we got the car pushed on to the trailer, signed out of rally HQ and set off to Rendlesham.

Obviously I had to get Jane back home, and when she bought the car it came with a spare gearbox, which was at her house. A good 65 miles later the first part of my journey was complete. And I only had to carry the gearbox a couple hundred yards to the trailer, but not before supping a nice chilled Brewdog in the garden. Then another hour drive back to East Harling, where the car is currently having the gearbox swapped over and a much thicker sump guard fitted. It'll be done in time for the next Targa at Wattisham airfield 25th June. I'm involved in organising so won't be driving this time. Will I ever be driving Cheryl again? Only time will tell, and maybe chocolates, and wine.

To be continued.....

Dave Saint June 2023

All photos courtesy of Andy Manston, except the wheel; I took that one.

Rally for the Ages - 3rd June 2023



William Kitchen with his Dad's Peugeot 205 no. 69



James Leggett's Alfetta no. 75

This event, run by HERO / ERA (Historic Endurance Rallying Organisation and the Endurance Rally Association) was based at Bicester Heritage Centre attracted 90 entries. It had a 100 mile route with four regularities and four speed tests. Designed to attract youngsters and newcomers, crews with a combine age of less than 70 years had their entry fee refunded, provided they started the event.

SCCON was represented by Rob Kitchen / William Kitchen in their 1400cc Peugeot 205, Colin Mantle / Francesco De Siena in their 1100cc Peugeot 106 and Callum Timoney / James Leggett in their 1960cc Alfa Romeo Alfetta.

On Facebook Rob said "It was a great day yesterday with Hero's Rally for the Ages. It was William's first rally and he absolutely smashed it! Navigating through all 4 regularities with no stress whatsoever then giggled all the way around the tests. 🤪 Thanks to everyone at [#herorally](#) for a great day out!

Rob and William finished 13th overall and 2nd in class less than a minute behind the winner. Callum and James finished 27th overall and 3rd in class.

Colin and Francesco competed in the 'modern' car class, finishing 2nd in class with just 10 seconds more penalties than Rob and William.

Every SCCON crew got a great result and they all said how much they'd enjoyed the event.