

Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2023



SCCON's new Autotest venue at Long Stratton

First used on the 16th July 2023

The starting gun on the right looks a bit serious!



A scene from the paddock at Long Stratton.

Kieran's Renault Twingo Cup is attracting some interest

**SPORTING CAR CLUB OF NORFOLK MIDSUMMER VINTAGE,
CLASSIC & SPORTS CAR RUN 25TH JUNE 2023**



As usual the SCCNN Classic Run received a good entry of over 100 entrants. On-line photographs show some interesting vehicles including the very first Lamborghini ever to enter a SCCON classic. The club was however a bit short of marshals due to the Targa at Wattisham being held on the same day. The route started at Whitwell and Reepham railway station where everything was very well organised. Barry Redmayne tells me that Martin Newson and his team had found some lovely by-roads and villages for the route. Unfortunately for Barry and Anne their Liege broke down with similar symptoms to last year. The weather was very hot and the Liege prefers it cold and wet.

The first stop at Bircham Windmill allowed a break from the heat and Barry was able to let the car recover for a short while. They managed to complete half the route before giving up and struggling to make it to a friend's house in Watton where they put the car in the shade for the afternoon to let it cool down. Once cooled, the car drove home without missing a beat!

Hugh Hutton tells me he and Jenny were marshalling at a Passage Control on a sugar beet pad at Talcolneston and were kept very busy. His problem was actually finding the exact spot with only a post-code to guide him. With many drivers lingering at Bircham Windmill some didn't arrive before they upped the boards to head for the finish at Long Stratton where everyone was able to have a good look round.

Martin, Phil and the team have already started to plan next year's event which will be on June 23rd 2024; put the date in your diary.

There are photos of cars arriving at Bircham Windmill at the end of this newsletter.

'Rixy'
Ian Rix 1962 - 2023



The loss of Ian Rix who died unexpectedly on 9th April aged only 60 has caused great sadness within the Sporting Car Club of Norfolk. SCCON is primarily a rally-oriented club and Rixy personified so much of what we love about rallying. His life revolved around Special Stage Rallying in so many ways and he was very highly regarded in the rallying community.

Ian was born in Harleston and after leaving school he became an apprentice toolmaker at Howard Rotavators, learning skills that would serve him well in his later life. In the 1980s he worked for Van Diemen Racing Cars at Snetterton helping Ayrton Senna win multiple Formula Ford 1600 and FF2000 championships. He also helped Roland Ratzenberger win the 1986 Formula Ford Festival. In a tragic coincidence both Roland and Ayrton would lose their lives during the weekend of the 1994 San Marino Grand Prix meeting at Imola. In 1987 Ian took the bold decision to set up Rix Engineering which has grown to become one of the most highly respected companies supporting British motor sport.

Rixy first met Clare in the 1980s when they both wanted to marshal at a British Championship rallycross. Clare had been immersed in motor sport and SCCON via her Dad, Peter Banham, but she wasn't old enough to drive so she teamed up with Ian for the rallycross meeting. They hit it off straight away and after they married in 1988 they formed a long-lasting partnership at the core of SCCON. They spent their honeymoon watching the RAC Rally! By this time Ian had started stage rallying with Clare co-driving for him, a role she continued until they started a family.

Rixy entered well over a hundred Stage Rallies between 1988 and 2019, always staying loyal to Ford Escorts, initially the Mark 2 model then Mark 1s since 2007. Ian would agree that he wasn't the outright fastest driver but his enthusiasm never dimmed and he regularly picked up class awards and the occasional class win. I serviced for Ian and Steve Greenhill on a few stage rallies and the 2014 Wales Rally GB National Rally was particularly memorable. It started with one of those 'it can't happen' moments. I was driving Ian's Transit van from my home in Wymondham to the start near Chester. Ian was towing his red Mark 1 Escort to the start, picking-up Steve in Royston along the way. As I passed junction 23 on the A14, Ian was driving up the slip road and he joined the A14 immediately behind me - extraordinary timing! During the rally Ian took great care in selecting his part-worn tyres so the squarest corners of the tread blocks would help braking on the front wheels and traction on the rears. And it paid off: he got one of his best results finishing 2nd in class and 20th overall (against mostly much newer cars) on one of Britain's premier events.

Ian often entered eight or more stage rallies in a calendar year and in 2015 he competed on an amazing twelve! And at the same time, he was busy running Rix Engineering.



Ian will be long-remembered for his superbly prepared Ford Escorts, here getting bit of air under his tyres

Rixy wasn't focused solely on his own motor sport and he helped Clare go rallying too, often competing in her Ford Ka on the same events as Ian. And since 2016 Ian has been supporting their son Aaron in special stage rallying. Aaron started in Clare's Ford Ka but more recently Ian entrusted him to drive his Escorts. In the spirit of giving something back to the sport he loved, Rix Engineering has been a sponsor of the Snetterton Stages tarmac rally since its inception in 2017 and this year is also the main sponsor of the 2023 Rix Engineering AEMC/ASEMC Stage Rally Championship, promoted by the Associations of Eastern, and South Eastern Motor Clubs.

Rixy had other interests too being a keen fisherman and enjoying shooting. Just like his rallying, the most important thing was the enjoyment of taking part and the camaraderie of being with his friends.



Ever a practical chap, when Ian knew he didn't have long to live, he rang some of his friends for a final chat and he helped his family by choosing the music and the poetry for his own funeral. A measure of Ian's popularity was shown by the hundreds of people who were there.

There are common themes to the messages sent to Ian's family: "a kind and good natured person", "such a good friend", "a cheeky sense of humour", "he always had time for a chat", and "a great privilege to have known him".

The Sporting Car Club of Norfolk offers our heartfelt condolences to Clare, to Ian's mum Shirley, daughters Adele and Jasmin, son Aaron and to his wider family.

Peter Riddle, June 2023

HRCR Clubmans Road Rally Championship.

David Mann and I entered the Cotswolds Historic Rally on the 2nd July with David driving "Lucy" our MGC GT. Since the last event I have fitted a full Safety Devices roll cage which adds to the integrity of the car, but with a significant weight penalty as you can imagine. The MGC GT is not the most nimble of sports cars and this additional weight has not helped, although I doubt it has much influence on our performance. We had a fairly good run finishing 23rd O/A from a 24 seed and picking up an award for being 2nd in Class E1/E2. There were two other SCCoN crews with Hugh Garnish/David Bell in a Ford Fiesta, finishing 25th O/A and Rob Henchoz navigating for his regular driver Gareth Hockeridge in a Volvo Amazon, finishing 14th O/A.

As always there were many "ifs and buts" so here is a blow by blow account of our fun day out.

Saturday afternoon we were in Cirencester for the event formalities and collected our road-book containing the seven test layouts the plotting for Regs 1, 2, 3 and 5. Reg 4 was included as an off-road Jogularity with no plotting, so plotting was complete before bedtime.

Sunday dawned clear and bright and we set off for Reg 1 at 08:54. The route started south east of Cirencester and headed in an anti-clockwise direction. It had been defined by spot heights and map references with nine speed changes in 15 miles. This was a new area for both of us and it was not long before a slot left into a yellow was actually a very narrow gravel and grass 3-ply and raised a few eyebrows. We did quite well on this picking up 29 over the four ITCs.

A short link took us Reg 2 which had been defined by clock face navigation. This one was shorter at only nine miles and with four speed changes. Again we did OK with 15 over three ITCs

At the morning coffee break David discovered we were 13th o/a and thought better not to tell me, while Hugh & David were 30th and Gareth & Rob 20th. It was not to last.

Reg 3 a mixture of map features was longer at 22 miles with ten speed changes and it was on this one our luck changed. We managed a zero at the first ITC and then I called a speed change from 20 to 22 about 0.8 miles too early and that fried my brain when trying to navigate and do the mental arithmetic to adjust for the time difference and we were 27 early at the next ITC. We were held up by a horse and rider and then we made up too much time and came across the next ITC while trying to sort ourselves out and ended up collecting a 31 early. The remaining two sections were back to normal but we collected a total of 65 which was disappointing.

Next it was off to Kemble airfield for two Tests around the dispersal areas and tracks. This airfield appears to be storage facility for scrap airplanes including Jumbos, so plenty of distraction. This test was more like a Targa being 1 mile long with plenty of cones strategically placed, but very flowing and enjoyable although very rough in places. The second time around we were 7 seconds quicker so pleasing.

A short link took us to Reg 4 which was a tulip Jogularity around the narrow gravel tracks on Charlton Estate. The speeds were initially very achievable but there was a sting in the tail with a speed change to 30 mph from 18 just before the penultimate ITC and I missed it and the hairpin right junction just after it so we picked up a 29 at the last, resulting in a total of 48 over the five ITCs.

A short link took us to lunch, and this time it was possible to relax as there was no plotting to do. We had dropped to 21st on 7:30 while Hugh & David were up to 22nd on 7:42 while Gareth & Rob were down to 25th on 7:50, but they made a strong come back in the afternoon. Meanwhile the leaders Leigh Powley and Mark Appleton were on 5:18

The afternoon was filled with two more Regularities and five Tests and it was straight into Reg 5. This was herringbone with 44 "bones" which kept us entertained on Saturday evening. It was 24 miles long with 17 speed changes and six ITCs to find. The first three ITCs went well but we had the inevitable hiccup in the next section. With four speed changes in 4.6 miles it looked OK, but we were held up by a tractor and trailer and then by a very wary horse and rider and we just over compensated for the lateness somehow and arrived very early, 50 seconds in fact, quite why I'm not sure. The remaining two ITCs were fine and we ended up with a 78 penalty across the 6 ITCs

Reg 6 was a plot 'n bash with grid lines being 12 miles long with eleven speed changes and five ITCs. Of course I missed the first speed change after only 0.2 mile as I asked David to slot right into another gravel and grass 3 ply yellow. I was juggling the speed changes and plotting so progress was OK. We have a set of speed table on the dash and David manages to keep us on time while I'm plotting and this helps immensely. Something I pinched from seeing them on Rob and Emma's Volvo PV544. It all went a bit pear shaped when we came across a big Audi just before the third ITC. It only hurt us by 9 seconds but Hugh & David who were running just in front picked up 16. Then only a few hundred yards down the road after the control we both came to a standstill in a queue of non-competing cars. There was a holdup with a local coming up the very narrow hill and seemingly having to reverse back to the main road junction a hundred yards away. Anyway once cleared we headed off the next control at pace with us collecting 28 while Hugh & David were rewarded with 49! The last 3 miles was quite a challenge with 3 speed changes in about one

mile going along a brown through a village and then around the back of it on yellows with the final couple of miles at 18 mph. I had basically missed all the speed change points while navigating and was trying to work out our time by trying to calculate all the ideal times from the speeds and distances on the map, just a bit beyond my brain capacity at the time. We both thought we were about 20 seconds late but not confident enough to charge on and just followed Hugh & David at a sensible distance. It was good decision as we were 13 late and they were 15 late, so thank you David.

So that was the end of the Regularities so now just for five more tests. Test 3 was around the gravel and concrete tracks at Charlton Park with a split and merge and a Code-board to record. Well lets just say it was not very visible and David was in 3rd as we saw it, so there was a lot of dust and a big reverse, but we got away with it. Always a bit dodgy reversing on a Test, but we were a good minute in front of the next car, as by this time we had dropped down the field due to several "P" stops. Test 4 & 5 were repeats on 1 & 2 in the reverse direction and once again we did OK with only one slight hesitation at a code while I struggled to get my words out. The second time around it was all go though.

The last two Tests were at the Cotswolds Driving Experience which was a mix of following a dirt track marked out by tyres and then disappearing into some very narrow tracks through the woods before finishing through more tracks defined by tyres. This was really enjoyable although very dusty and David got quicker and quicker, in his element.

The results were soon calculated by Ian and Sian Mills of Rallyroots where you can read another report on the rally

<https://www.rallyroots.com/Reports2023/Cotswold2023.html> or in fact on the HRCR website <https://www.hrcr.co.uk/hrcr-championships/clubmans-road-rally-championship/>

Our next event if the St Wilfrids Classic based around Thirsk in North Yorkshire on the 6th August.

David and Ian

Debden Autosolo (Anglia Motor Sport Club) - *Sunday 23 July*

[AMSC | Anglia Motor Sport Club](#)

[Eastern Counties Motor Club – organising motor sports events across East Anglia \(ecmc.co.uk\)](#). Enter now: <https://form.jotform.com/231713669634361>

Burstall Village Show - *Saturday 5 August* [Burstall Show \(suffolk.cloud\)](#)

Woodbridge Autosolo (Anglia Motor Sport Club) - *Sunday 20 August*

[AMSC | Anglia Motor Sport Club](#)

Autotest/Testing Trial (Falcon Motor Club) - *Sunday 20 August*

[FALCON MOTOR CLUB Ltd](#)

June 2023 - Welcome to this issue of the MSUK Marshals' Bulletin

Whether you have been marshalling for years and are looking for more events, or you're just starting out and aren't sure how to get involved – we've got you covered! Here are a few tips on how you can find events and get involved in the action:

1. You can use the Find an Event section on the Motorsport UK website to search for events near you. The search allows you to filter events by discipline and club.
 2. Find events via an online volunteering platform such as Rally Stage Team, Another Day in Orange or Marshals.org.uk
 3. Find your local Club using the Motorsport UK website – many Clubs will also have their own volunteering platforms, such as the British Motorsport Marshals Club and BARC
 4. Contact your local motorsport venue – you can find contact details for fixed venues in the Motorsport UK Yearbook, starting on page 29.
 5. Ask your Regional Association for help – details can be found on the Motorsport UK website
- And if you still need some guidance, you can always contact us, and we'll be happy to point you in the right direction!

An update from our Volunteer Development Officer, Sue Fletcher.

It has been a very busy few months with marshal upgrades, putting the finishing touches to the new Marshal PRC and attending various events both in my role as VDO and as a marshal. I've attended a total of 15 marshal training events in recent months (12 in-person and 3 on-line). Although most were Race/Off Track specific training events, I also attended two for Speed, three Rally and one Kart, to visit each of the main disciplines within the Pathway. I also attended a training event for Grade 3 Post Chiefs and Marshal Assessors and delivered two Club webinars on marshalling and volunteering in general. The organisers have each given me the opportunity to explain the Marshal's Pathway and answer questions from over 1200 marshals and other officials who were in attendance – as a room, but also on a one-to-one basis – so a big thank you to them all for having me along.

During these training events I also assisted with renewal applications, upgrades via Acquired Rights, and received upgrade cards which had been completed but never sent to Motorsport UK. I also helped with logging in to the Motorsport UK website and Learning Hub. From the Feedback received so far, my attendance has been received in a positive way and I have already been asked to attend more training events later this year – something that I'm very much looking forward to. In the Speed discipline, several clubs were struggling with assessments (due to the lack of Marshal Assessors in their area) and I looked at individuals to see how they can be supported to step up to the role. If you are a Grade 3 Marshal and have held the grade for a minimum of one year, you can ask your club to nominate you for upgrade to Marshal Assessor. My role does not only involve marshals, and recently I had the opportunity to shadow various officials at events to learn about the different volunteer roles. In April, I was able to spend the weekend in Race Control at Brands Hatch during the GT Cup weekend where I shadowed the MSVR Clerks, and more recently I shadowed the Timekeepers during two sessions of the C1 24-hour at Silverstone, seeing how equipment is set-up, how their systems work, what they are observing and the reports that they must do. Next month I am spending the weekend shadowing a Motorsport UK Steward to understand more about what their role entails. These shadowing experiences have proven to be very useful as I am now more able to answer specific questions. If you're a marshal and are thinking about becoming a Licensed Official, a taster day might be a good place to start. In the next few months, we'll be looking at ways in which we can offer such opportunities and I will give

further information regarding this soon. As always, if I can be of any assistance, please contact me using marshals@motorsportuk.org

Upgrades

So far in 2023 we have processed 112 marshal upgrades (by comparison, 48 upgrades had been processed this time last year!). For upgrades in 2023, event attendance signatures are valid from 2018 onwards. Training module signatures are valid from 2019 onwards and both in person training and online Zoom/Teams training delivered by Motorsport UK Trainers counts. We do accept Personal Record Cards (PRCs) and other paperwork electronically, however, please include the inside of the PRC showing personal information and photograph where applicable. If posting original paperwork, please make copies as they can sometimes go missing in the post.

Acquired Rights Scheme

We have already had an excellent response to the Acquired Rights Scheme, and this has enabled marshals who have either never registered, or who have chosen not to upgrade, to have their knowledge, skills and experience recognised by a more suitable grade of registration. So far, a total of 131 marshals (including 24 Kart, 38 Rally and 33 Speed marshals) have upgraded via acquired rights. Most of these are marshals who have attended many events and completed lots of training but have never upgraded. Others had either not renewed or even registered with Motorsport UK in the first place, although they had continued marshalling. Further details on the scheme can be found in the Resource Centre of the Motorsport UK website, or by clicking [HERE](#). All applications under the Acquired Rights Scheme must be submitted to Motorsport UK by 31st December 2023. PRC Photograph Recently, we have been receiving a number of PRCs which do not have photographs on their inside front cover (some of the old MSA books have no space – in that case this does not apply). The requirement for a photograph is there as proof of ownership for yourself, Marshal Assessors and Motorsport UK Trainers. If there is no photograph in the PRC, it will be returned to the marshal and won't be approved until a photograph is added.

Light Panels

It has been brought to our attention that there may be some confusion over the use of light panels, and we would therefore like to clarify the situation for the forthcoming BTCC events. Throughout the 2023 season, the TOCA package will be utilising light panels as a priority signal in conjunction with an in-car marshalling system. The use of light panels does not replace the need for marshals and requires their full support in the operation of a successful system. Flags will also be distributed to posts and used in accordance with the instructions provided by the Organising Club. The Light Panel Working Group (set up last year) will be reconvening in the coming months to review feedback. For further information, please refer to the Final Instructions for each event which are available on the BARC website.

Frequently Asked Questions

Here are the answers to some of the most frequently asked questions from May:

- The form for upgrading is available on the Resource Centre of the Motorsport UK website [HERE](#) – it's titled "2023 Application for a Motorsport UK Marshal Application".
- Although some of the training modules have changed names, signatures gained via the previously named modules dating from 2019 onwards are still valid and we will cross reference these on a case-by-case basis when an upgrade is received.
- Marshal Assessors can only carry out assessments in the discipline for which they hold the grade, e.g., a Marshal Assessor (Speed) may only carry out assessments in the Speed discipline.

- Grade 3 Marshals wishing to add the title of Marshal Assessor will be asked to undertake some online learning following approval from the upgrade panel and before their upgrade is approved.
- If posting paperwork for an upgrade, please always remember to take a copy before posting, and put 'For the Attention of Sue Fletcher' on the envelope.
- The new Marshal PRC will be available shortly, and there will be a bulletin explaining how to use it. The plan is for marshals to receive a new version upon upgrade, and we will send one to all 243 Marshals who have upgraded so far this year. Marshals who are still working their way through an existing booklet will be able to download inserts from the Motorsport UK website.
- If you have a question regarding your proposed upgrade, please email marshals@motorsportuk.org so that we can assist. Stage Rally Marshals – Use Your Whistles! It has been noted that there has been a decline in the use of whistles in recent years, and all marshals are strongly encouraged to use one on stage rally events. Whistles should be used:
 - Upon hearing (or seeing) an oncoming car. This helps advise fellow marshals and spectators that there is an approaching Rally or Safety car. (Note: at some venues, noises will echo so please ensure it is an approaching car you can hear and not one a few miles away across a valley).
 - If a junction/chicane is being rebuilt, or if there is an incident being dealt with etc, a lookout should be posted. They should be looking and listening for approaching cars and should also use their whistle to warn fellow marshals that a car is approaching.

Stage Commanders

The Stage Commander training programmes are currently being reviewed, with a view to refresh the content and make them more modularised so that they may also be suitable for use across a range of other stage-based roles such as Stage Safety Officers and Set-up Crews. A series of training workshops will take place during the year, and we continue to encourage those currently performing the role, but not holding the Stage Commander grade, to register for a place once they become available. Attendance at one of these workshops could then be counted towards an Acquired Rights Scheme application as mentioned above.

AED & CPR Awareness

Motorsport UK has teamed up with Resuscitation Council UK to provide access to two of their "Lifesaver" online AED and CPR awareness modules. The interactive modules, which meet the National standard for CPR and AED awareness training, put you at the heart of the action as you make critical decisions and learn the essential skills needed to save a life. To access these modules, please login to the Motorsport UK website and visit the Learning Hub, where they can be located on the homepage. If you need any assistance, please contact training@motorsportuk.org

Here to help

The Officials' Pathway Team at Motorsport UK has nearly 100 years of active volunteering experience in motorsport – so if you have any questions, queries or concerns, please don't hesitate to contact us and we will be happy to help. You can contact us in the following ways: training@motorsportuk.org – for any training related queries marshals@motorsportuk.org – for any queries relating to marshalling (such as upgrades or marshalling abroad declarations) 01753 765000 – if you would like to speak to someone over the telephone. If you would rather post your paperwork for upgrading (once the Club that you Marshal with has completed the Club Endorsement), please send to: Sue Fletcher- Volunteer Development Officer, Motorsport UK, Bicester Motion OX27 8F

Great Yarmouth Wheels Festival - 2nd July 2023

Paul Doodson organised SCON's attendance at this event to try to attract some new members. This year, SCON had a prime location for our display right outside the Marina Centre and members provided seven cars from unmodified 'StrretCars' to stage rally cars.



A relaxed Mark Annison trying to recruit new club members at the Great Yarmouth Wheels Festival on July 2nd. With help from Paul Doodson, Howard Joynt, Nigel Steggles and the SCCON display team.



Some more SCCON history

Back in 2021 I wrote a booklet that documented the seventy-year history of SCCON. The club has recently been given some more old copies of 'Spotlight' from the late 60s to the early 1970s. They add to the story and I thought I'd share some interesting bits.

In April 1967 one of the class winners in SCCON's Tandem Driving Tests at Norwich Cattle Market was Norman Morley (a member of both SCCON and Eastern Counties Motor Club) in his Mini Cooper 'S'. He was also 2nd overall, only beaten by Doug Worgan's lightweight special. He achieved exactly the same result in 1968 behind J. Price's lightweight driving test special. Norman was the younger brother of Don and Erle Morley, the BMC works rally drivers famous for their many successes in the sturdy Austin Healey 3000. In 1969 'Driving Tests' were re-named 'Autotests' with the format staying the same and most tests included some reversing. In the early 1970s Norman bought an ex-works Ford Escort with which he gained more Autotest class wins, though he reverted to his Cooper 'S' when he and Tony Marcantonio (Mk1 Ford Escort GT) qualified for the 1970 RAC National Autotest Finals.

Another winner of many SCCON Driving Tests was Brian Potter in his Mini Cooper 'S'. Brian owned the Hopton-on-Sea holiday camp between Great Yarmouth and Lowestoft and there was a standing invitation for any SCCON Driving Test competitor to drop into his bar for a chat. Brian also hosted occasional SCCON Natter and Noggins during the summer months with free use of the camp's swimming pool for SCCON members.

At the SCCON film show in June 1967 two of the films were:

- 'The Tortoise and the Hare', a Pirelli film directed by Hugh Hudson, who later directed 'Chariots of Fire'. It follows a young Mum and her small daughter in an English-registered white Jaguar E-type convertible (the hare) and a slow-moving Pirelli lorry towing a drawbar trailer (the tortoise). They both follow the same route northwards along the Autostrada del Sole from Naples to Milan repeatedly passing one another as the truck keeps going while the Jaguar makes several stops for re-fuelling, leisurely meals at ristorante and an overnight stay in a hotel. The sound track is mainly musical including opera and classical music by Vivaldi while 'Keep on Running' by the Spencer Davis Group is a recurring theme. The film won First Prize at the Venice Film Festival, and was nominated for a BAFTA.
- And as a complete contrast, a Ford film entitled 'A Child's Guide to Blowing Up A Motor Car' - yes really! It was actually a spoof based around the filming of one of the stunts for the James Bond film 'Thunderball'. Both these films can be found on YouTube.

In September 1967 the Norwich Union Car Club ran their 'Premier Rally', a 180 mile long night-time road rally with 70 controls (time controls and passage checks) and a tie-decider special stage at Deopham Airfield immediately prior to the half-way halt at Hargham. The entry fee was..... just £1.

Following the cancellation of several events in 1967 (some organised by SCCON and some by other clubs) due to insufficient entries, a SCCON Special Meeting was held at the World's End pub in Mulbarton. The meeting concluded that:

- 1/ More should be done to publicise the club
- 2/ The name of the club MUST NOT be changed
- 3/ More events should be organised that are suitable for unmodified cars (i.e. StreetCar in 1967!)
- 4/ The social side of the club needed to be enhanced

SCCON results sheets recorded the drivers but didn't always include the cars they'd driven. For those events where the cars were recorded, there was a massive preponderance of Minis (from 850cc to 1275cc Cooper S) while on rallies there were Ford Cortinas (lots of Cortina GT's with a handful of 1500s and Lotus Cortinas) and BMC Sprites and Midgets were popular for Driving Tests/Autotests. Nearly all SCCON members competed in their everyday cars.

SCCON's David Whayman wrote the following for 'Spotlight' under the Latin title 'Quo Vadis' meaning 'Where are you going?'

"While taking part in a Restricted Status night rally we were sitting at a T-junction. I was unsure whether to turn left or right. Then two cars flashed by and, without a moment's hesitation, turned right. I continued to look at my map. Then two more cars passed us and also turned right, shortly after that, two more rally cars passed across our bows, one from the left and one from the right both going as if they were attempting a Land Speed Record. Still slightly unsure, I decided to turn left and we were pleased to arrive at the next time control after 1.5 miles. We were several minutes late, but not as late as the four cars that had turned right!"

On 11th August 1968 Snetterton Circuit offered free entry to that day's motor race meeting to anyone with membership of the RAC breakdown service! Don't hold your breath for a repeat any time soon!

The route for the 1968 London to Sydney Marathon (nearly 10,000-miles-long) was created by SCCON's Jack Sears who had by then retired from his motor racing career. Accompanied by top rally co-driver Tony Ambrose, Jack reconnoitred the entire 7000 miles to Bombay, passing through eleven different countries. They made contact with and gained support for the event from governments, motoring organisations, police forces and highway authorities to ensure the event could run smoothly and safely. Then they travelled to Australia where they mapped out the 2,900-mile-long final leg.



The London-to-Sydney-winning Hillman Hunter of Andrew Cowan, Colin Malkin and Brian Coyle. At the Perth re-start, they were the only crew in the top 20 to retain spare wheels on their roof.

Just like SCCON nowadays, good navigators were in strong demand. Ian McColl, John Brundle's regular navigator had competed on 10 rallies over a 12-week period(!) and he was about to do the 1968 RAC Rally with John (Martin Brundle's Dad) in his new Ford Escort Twin Cam.

In 1968/69 Spotlight carried profiles of some club members and the cars they'd owned. Ray Hardy was 25 years old but he had already opened three hairdressing shops: one in Harlow, where he'd grown up and two in Norwich. At that young age he had owned the following cars: a 997cc Ford Anglia, a Willment-tuned Anglia, an 850cc Mini, two Triumph Spitfires, a Sunbeam Rapier (that he didn't like), a Mk1 Cortina, and an MGB. At the time the article was written in 1969 he had a 997cc Mini Cooper and a Mk2 Lotus Cortina. Phew! Ray was a member of SCCON, Great Yarmouth and Lowestoft Motor Club, West Essex Car Club and Eastern Counties Motor Club and he won the 1968 SCCON Championship for Rally Drivers. He wrote an article for 'Spotlight' in praise of navigators.

In contrast Doug Tarbell had only owned three cars: a pre-war twin-cylinder 946cc Jowett 8 with a top speed of 50 mph, a BMC Mini Van and a 1220cc Skoda Octavia Kombi with a top speed of 72 mph.

On Friday 7th February 1969 nearly a foot of snow fell in some parts of Norfolk, drifting to two feet deep in places. It caused SCCON's 250 mile Pancake road rally (with three special stages at Hockering Wood, Knettishall Airfield and Old Buckenham Airfield) to be postponed. In June 1975 (yes June!) there was enough snow to cause traffic chaos in and around Swaffham, especially on the A47.



An army of volunteers clearing the snow on a road near Burnham Market in February 1969

At Easter 1969, the aforementioned Ray Hardy entered the Circuit of Ireland Rally with Peter Washer navigating in his Lotus Cortina Mk2. SCCON provided a two-man service crew who drove Peter Washer's Cortina 1600E. Ray and Peter had to retire on the Sally Gap stage, 20 miles south of Dublin when a rear wheel bearing detached from the half-shaft and they nearly lost a wheel. Up to then, they'd completed 315 miles and had incurred no road penalties.

In 1969 SCCON member Rod Stevens, who owned the Circle Garage in Thorpe, entered a competition organised by Autosport magazine. The entry fee was 7/6d (or 37.5p which is equivalent to about £8 today) and entrants had to put a list of the attributes of a good driver into the correct order of importance as would be determined by an expert judging panel. Rod won and the first prize was a Lotus 61 Formula Ford single-seater racing car valued at £1,200. He'd previously raced a Lotus 7 so Rod was well placed to use the Lotus for the purpose it was designed for. However, the July '69 edition of Spotlight had a report on Rod's "recovery from his racing accident", though it wasn't made clear whether he'd been racing his Lotus 61 when he had his accident.

In September 1969 SCCON held a Gymkhana at Harleston where one test required competitors to drive Gordon Tibbenham's tractor around a marked course. But Gordon had reversed the steering! Everyone struggled with this test except for Keith Webb who whizzed round as if his own car had steering like that.

In September 1970 twelve members of SCCON helped the BBC make some road safety films, using their own cars and a couple of their caravans too. It was filmed over two days, well away from other traffic, on the Stanford Battle Training Area, now known as STANTA. The 'road hogs' were Geoff Hill and Chris Willott while, despite it being a BBC programme, Tony Marcantonio got away with some advertising stickers on his car. On completion, the BBC made a significant contribution to club funds.

Peter Riddle
June 2023

East Anglian Classic 2023



For the East Anglian Classic organised by Chelmsford Motor Club, Clerk of the Course Paul Brewerton had promised a number of test venues not used on the event before and the regularity sections would visit parts of Suffolk and Cambridgeshire that had not seen an event for several years. The only SCCON crew was Matthew and Diane Mantle in their 1971 Lotus Elan who had entered in the Clubmans Run category.

As in previous years there was no plotting to do after documentation as this would be issued an hour before your start time but the schedule showed there were eight tests at four venues and seven regularities with the last regularity including a bit of plot and bash.

The action started immediately as the first regularity began at the hotel exit. A fifteen mile section with three timing points defined by spot heights and map features, it went south to Rougham then west to Sicklesmere and Hawstead before heading north to finish at the A14. The best crews on the opening regularity were John King / Oli Waldoock Toyota MR2, Ed Abbott / Cath Woodman Jaguar XJ-S, James Griffiths / James Howell Austin Mini 1275 GT and Hugh Garnish / David Bell Peugeot 205 GT all on three seconds. A short trip down the A14 led to the next regularity, a short 2.5 mile section that started on farm tracks before joining the public road briefly to end on the access road to Health Farm. With two timing points and a sensible average speed for the condition of the farm tracks it didn't cause issues for the majority of crews with the best being Pete Dalton / Mick Smith Ford Lotus Cortina Mk11 on 1 second. The end of the regularity led to the first test on the farm tracks of Robin's Hall but the bogey was beaten by 14 crews. The third regularity, a nineteen mile section defined by grid lines, led to the morning halt. Dropping just a second over 3 timing points were Ken Binstead / Sarah Binstead MGB who were closely followed on two seconds by Leigh Powley / Brian Goff Toyota Corolla and Dan and Nick Darkin Mazda MX5. Leading at the halt were Leigh Powley / Brian Goff just a second in front of Ed Abbott / Cath Woodman and James Griffiths / James Howell.

From the halt, three tests followed all in a similar format to the first one on farm tracks and saw an instant change to the leader-board when the engine expired on Leigh Powley's Toyota Corolla on the first test at Primrose Hill. Nobody managed to beat the bogey on this test or the next ones at Park farm and Bay farm and with being fastest on all three, John Haygarth / Martyn Taylor Opel Kadett Rallye now led the event but as they left the Bay Farm test venue the clutch failed on their Kadett so they were left with no drive and retirement.

The final results were led by Japanese cars.....

1/ Own Turner / Ryan Pickering	1977 Mitsubishi Lancer	21min 21sec (see photo)
2/ John King / Oli Waldoock	1985 Toyota MR2 Mk1	22min 15sec
3/ Darell Staniforth / Henry Carr	1973 Toyota Corolla	22min 30 sec
4/ Philip Wood / Kelvin Phipps	1988 Porsche 924S	22min 33sec
5/ Angus McQueen / Mike Cochrane	1983 BMW v323i	22min 44sec

**MIDDLESEX COUNTY AUTO CLUB & WEST SUFFOLK MOTOR CLUB SUMMER
AUTOSOLO/AUTOTEST/PCA SUNDAY 23RD JULY 2023
DEBDEN AIRFIELD, CB10 2YA**

“What Three Words” <https://what3words.com/climate.bland.sprouting>

Event regulations and on-line registration for Competitors and Marshals are at <http://www.mcac.co.uk>

Debden now has a no smoking policy throughout the venue and although vaping is tolerated it is only allowed in designated areas (to be confirmed).

The Chief Marshal for the event is Neil Wackett who as always will need your support to assist with the running of the event. Don't worry if this is your first event as a Marshal, help and advice will be on hand.

Photos from SCON's 2023 Midsummer Classic Car Run
(all photos by Heel and Toe Photography)



Chris Notley's 1976 Urraco P300, the first Lamborghini ever on a SCON Classic Run



Former SCCON Chairman Neil Parsons in his 2005 Lotus Elise 111R



Former SCCON Treasurer Lynne Wellbelove with Gordon in their Lotus Excel



Current SCCON Competition Secretary Derek Webb in his MG Midget Mark II



The Capri was advertised as 'The Car You Always Promised Yourself' - very rare nowadays



A yellow VW Beetle and a yellow 'Goldsmith scarab beetle' from Nevada, USA



MG TD (nicknamed Emma) once owned by disabled racing driver Archie Scott Brown



Ford Probe with Mazda V6 power-train. Some had astoundingly good ICE sound quality



It was great to see Julian and Sara Riley in their Cape Town-to-Norfolk Riley 1.5



Paul Doodson and Bryan Tooke were course closer in Paul's ever-present Land Cruiser