

Spotlight

The Newsletter of the Sporting Car Club of Norfolk
August 2023

Long Stratton Autotest 2023, with kind permission of Roger Bennington



Car	Driver	Car	Class	Total	O/A
9	Colin Mantle	Peugeot 106	D	253.6	1
11	Robin Lines	Austin Mini	D	257.8	2
3	Craig Bennett	Skoda Fabia	D	284.1	3
4	Nij Cook	Mazda MX5	D	291.0	4
5	Ollie Rix	Nissan Micra*	D	291.3	5
1	Scott Pezzotta	Renault Clio 172	D	302.1	6
15	Simon Price	Hillman Imp Super	P	256.0	1
10	Oli Dennington-Price	Hillman Imp Super	P	258.3	2
14	Matthew Mantle	Peugeot 106	P	291.7	3
12	Edward Timperley	Citroen C1	P	296.3	4
2	Rhys Hayden	Renault Clio RS 197	P	298.4	5
7	Paul Ashley	Renault Clio RS 197	P	299.0	6
17	Scott Timperley	Citroen C1	P	310.6	7
8	Kieran Millan	Renault Twingo Cup	P	311.7	8
6	Ian Thompson	Toyota MR2	P	337.3	9
13	Rebecca Chinnery	Nissan Micra*	P	342.1	10
18	Peter Chinnery	Nissan Micra*	P	354.4	11
20	Eleanor Price	Nissan Micra*	P	370.3	12

On the 16th July, SCCON's first Autotest of the year took place. Based at Long Stratton, the event saw a mixed group of cars take on the tight and technical courses of this brand new event.

Colin Mantle (in the green Peugeot 106) took first place in the Autotest class as well as the overall win with Simon Price (in the Hillman Imp Super) taking the class win in the PCA. Congratulations to all who made it round the cones and we hope you enjoyed the day out.

Massive thank you to Long Stratton Motor Company for allowing access to this new venue. We look forward to many more events at this fantastic location!



Thirty years later - the Lotus Bike is Back

Back in 1992, Lotus developed the Type 108 Lotus Sport bike that Chris Boardman rode to win his gold medal in the 4000m pursuit race during the Barcelona Olympic Games. It was Britain's first cycling Olympic gold medal in 72 years and Boardman also set a new world record. The bike's carbon-composite frame had been conceived by Norfolk's Mike Burrows (1943-2022) and Lotus further developed its aerodynamic efficiency and structural properties, and manufactured the bikes.



Early prototype Lotus Sport bike being tested by Richard Hill (right) in the MIRA wind tunnel

The bike, its rider and his helmet were tested together and as well as optimising the bike, the racer's riding position was refined to minimise the overall drag coefficient.



Chris Boardman winning his Olympic gold medal on his Lotus Sport bike in 1992

Rudy Thomann, a French vehicle development engineer and keen cyclist who was working for Lotus at the time, met Mike Burrows at their Norfolk cycling club.

Rudy showed the project to his boss Roger Becker who persuaded Lotus to get involved. Richard Hill, Lotus' Chief Aerodynamicist then collaborated with Rudy to develop and manufacture the Type 108.

During the Barcelona Olympics, it was necessary to keep the new bike secure and away from prying eyes. So when they weren't being ridden, Rudy kept Chris's number one bike (prototype number 2C) and the team's spare (proto no. 2A) locked in his bedroom. So he could say he had slept with the Lotus bikes - both of them.

Richard Hill, says "My claim to fame is being the second person Chris Boardman hugged when he won Olympic gold in Barcelona. His wife was quite rightly the first!"

After the Olympics, a further eight or maybe twelve (reports vary) factory replicas of Boardman's Type 108 were manufactured and could be bought for £15,000 each. One is on permanent display at the Lotus factory at Hethel.

The 2023 UCI Cycling World Championships are currently being held in Glasgow with many of the events taking place in the Chris Hoy Velodrome.

(After retiring from cycling Chris took up motor racing, highlights being winning the LMP3 class in the 2015 European Le Mans Series, sharing his Team LNT Ginetta LMP3 with Charlie Robertson, and finishing 17th in the 2016 Le Mans 24 Hour Race with Michael Munemann and Andrea Pizzitola in a Ligier JS-P2.)

And Lotus is now back in the world of top-level cycle racing. Since 2019, Lotus has been collaborating with Hope Technology of Barnoldswick, Lancashire. Hope is a manufacturer of a wide variety of lightweight high-tech components for racing bikes.



Hope-Lotus HB-T bike for the 2023 World Cycling Championships

The latest Hope-Lotus HB-T bike is being ridden in velodrome events by some members of the British cycling team and the team are also planning to use this bike for the 2024 Olympic Games in Paris.

Its frame has been developed by Hope, while Lotus have designed new super-low-drag carbon-fibre front forks with wide spacing between the two elements and serrated trailing edges that improve the air-flow around the rider.

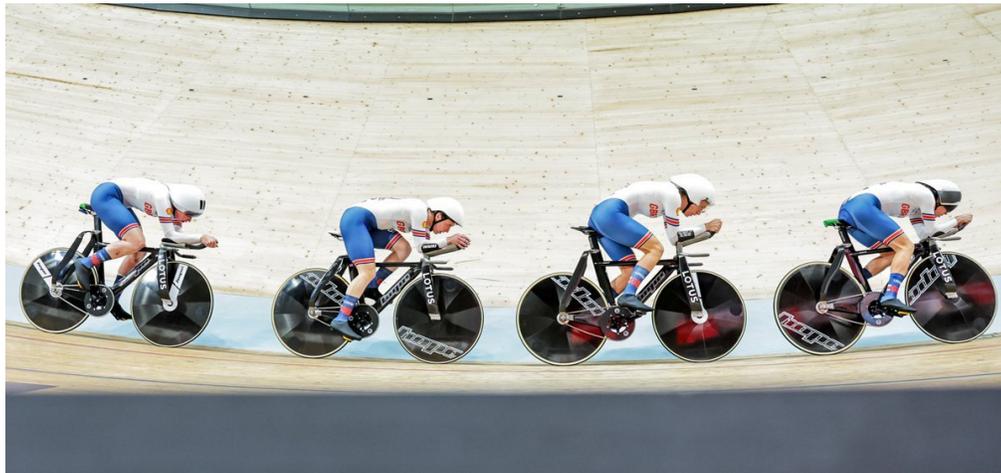
Lotus have also developed new 3D-printed handlebars that allow the rider to change his or her arm positions for more comfort (or less discomfort?) during long races.

A third company, Renishaw whose UK factory is based in Gloucestershire, are world experts in 3D printing. They have designed and made a new twin-element seat post, 3D-printed of course. Hope will sell you a replica bike, but without the latest wheels, handlebars and seat post for £15,500 plus VAT.



The Renishaw seat post on a Hope-Lotus HB-T bike

On day one of the championships Devon's Will Tidball, riding a Hope-Lotus bike won the Men's Elite Scratch Race over 60 laps of the velodrome to become the first British World Champion in this event since 2012. This was the sole event of the entire championships that Will was competing in and he only took the lead with half a lap to go! Interestingly his bike wasn't to the very latest spec. and it didn't have the newest Renishaw seat post. Congratulations Will.



Team GB's 2023 Women's Pursuit World Champions

Josie Knight, Anna Morris, Katie Archibald and Elinor Barker have since won Britain's first Women's Team Pursuit World Title since 2014 riding Hope-Lotus racing bikes, though theirs didn't have the Renishaw seat post either. Congratulations Ladies.

Events August to December

Date	Organising Club	Event Type	Event and Location	Web Link
20/08/2023	AMSC	Autosolo		http://www.ams.org.uk/
20/08/2023	Falcon	AutoTest or Testing Trial		https://www.falconmotorclub.com//
03/09/2023	Other	Car show	Oaksmere Italia 23. Oaksmere Hotel, Eye	https://www.theoaksmere.com/
24/09/2023	WSMC	Testing trial	Baldwin Alarms Testing Trial. Belchamp Walter	http://www.WSMC.co.uk
01/10/2023	AMSC MCC	Autosolo	Debden Autosolo Debden Airfield	http://www.mcac.co.uk/whats-onevents.html
01/10/2023	Herts County AAC	Sprint	Debden Autumn Sprint Debden Airfield	http://www.hertscountyaac.co.uk/
01/10/2023	Other	Car show	Oaksmere Autoshow 23. Oaksmere Hotel Eye	https://www.theoaksmere.com/
06/10/2023	AMSC	12 Car	Ben & Steve's 12 Car	
08/10/2023	CMC	Targa Rally	Autumn Leaves Targa Rally	https://chelmsfordmc.co.uk/TargaRally/
15/10/2023	Falcon	Trial	David Maitland Memorial Car Trial	http://www.falconmotorclub.com/
22/10/2023	AMSC	Autosolo	Autosolo & Autotest	http://www.ams.org.uk/
27/10/2023	SCCoN	12 Car	Options Glazing 12 Car	http://www.scon.co.uk/
05/11/2023	Falcon	Trial	Guy Fawkes Trial	http://www.falconmotorclub.com/
19/11/2023	SCCoN	Trial	Lyng Garage Trial	http://www.scon.co.uk/
16/12/2023 to 17/12/2023	CMC	Rally	The Preston Rally	http://chelmsfordmc.co.uk/Preston
TBC	WSMC	Trial	Wattisfield Trial Wattisfield	https://wsmc.co.uk/

FREE NEWSLETTER FOUND HERE

I have found this to be a very good read

The August issue of Classic and Competition Car magazine is available to read online, and it is free at www.classicandcompetitioncar.com

In this issue there is the Goodwood Festival of Speed including the rally stage, the BTCC from Oulton Park and rallying from the 2023 Nicky Grist Stages Rally.

For classic car fans there's a report on Cars In The Park at Lichfield , plus Black Country Cruisers' July 4th party and the Supercar Pageant that took place at Oulton Park. Plus a lot more.

Loyd Gerken MSUK National Scrutineer brings us up to date with rally/race scrutineering.

SCRUTINEERING BAY JULY 2023

First thing to mention: during the Covid pandemic, because of lack of use and mainly for stage rallies, the MSUK extended the expiry dates for most safety equipment; that extension has now expired. For stage rallies, seat homologation is now as Blue Book, K.48.10.6, page 340, and depending on the motorsport disciplines requiring FIA homologated seats, belts/harnesses, all belts to FIA standard 8853-98 and 8854-98, their expiry date is as per their FIA homologation label, but the FIA standard 8853-2016, which was extensively tested by the FIA, is the ONLY FIA standard for belts which has a "Not valid after" date + 5 years extension = 10 years, see K.2.1.7, page 174. And don't forget, for the belts to be FIA homologated, they must be of the same set, FIA standard and manufacturer and date of expiry, and the FIA foil hologram label MUST be on the left shoulder strap only. A reminder, if you have 2 inch shoulder straps you MUST wear an FHR (HANS device), for guidance it also has "For FHR use only" on the FIA homologation labels. Following the coroner's inquest after the sad incident involving a driver succumbing to her fatal injuries at a race meeting last year at Snetterton, competitors are reminded that the seat belts/harnesses must be correctly installed as per manufacturer's instructions and the MSUK Blue Book, and to ensure that the straps are adjusted correctly and the buckle is positioned above the pelvis but below the abdomen, and not at the chest. You are reminded that crash helmets to Snell standard SA2010 and SAH2010 expire at the end of December 2023, unless it is a dual standard crash helmet. What do I mean by that? Look inside the crash helmet, if it has two labels inside, it is possible that it's a dual standard helmet. If it has the orange Snell foil label along with a FIA label together with a FIA hologram label attached, and it's to the FIA standard 8860-2010, it remains valid beyond the Snell SA2010 and SAH2010 expiry date, therefore such a helmet remains acceptable for 2023 and beyond until such time as the FIA 8860-2010 standard is withdrawn. But you must look and read the FIA label carefully to make sure it is one of the helmet standards listed in K.10.3.1, page 184, as the earlier FIA helmet standard label, before the hologram system was introduced, is very similar in appearance to the early FIA 8853-2010 standard label (for non-8858/8860 helmets compatible with FHRs), this is not a helmet standard and requires an accompanying valid helmet standard, such as a Snell label. Also, don't be confused if the label has FIA 8858-2002, it's smaller in size and is white in colour; this relates to the FHR tether anchorages and again must be combined with a valid helmet standard label. Also, cameras mounted inside and on the outside of the crash helmets are strictly forbidden; unless it is one of the two helmets FIA homologated which are made by Bell with built in cameras. And they are prohibitively expensive!!! I've only seen two of these helmets, and that was at the FormulaE last year! I've also seen cameras Velcroed to the underside of the eye opening or the inside of the visor, this is definitely not allowed! We caught a driver this year using this form of camera, it was connected to his mobile phone and he was giving a running commentary while racing! Needless to say he was reported to the CoC who disqualified him from the race! I had an interesting question raised by a club member recently, he overheard a competitor talking about his plumbed-in fire extinguisher that had run out of homologation and needing replacing! That was incorrect; the competitor had read the FIA Technical list wrong. We had a bulletin last year where it clarified the meaning of the Homologation End Date detailed in the last column of the FIA Technical Lists 16 and 52 for Homologated Fire Extinguisher systems. It is important to understand that this date represents only the final date on which the extinguisher systems may be manufactured

(as noted in the annotation at the bottom of each page of the list). It does not mean that a fire extinguisher system of this homologation number can no longer be used after this date. FIA homologated fire extinguisher systems can continue to be used beyond the "Homologation end date" for as long as the competitor maintains the manufacturer's service schedule and installed as per manufacturers instructions. So, if you get a scrutineer mentioning your fire extinguisher needs replacing because its homologation date has expired, tell him/her to check their copy of the Scrutineers Bulletin, no 198, May 2022, for the correct reference. Please, when mounting the fire extinguisher nozzles in the engine compartment, don't use plastic zipties to secure the nozzles; they will melt in a fire and will be useless when under pressure from the fire extinguishant! Use a metal bracket or steel lock wire instead. Also, please mount the bottle so that the service date label can be read, or take a picture of the label and keep it with your vehicle documents and show it at scrutineering, thanks. Any further questions regarding scrutineering matters, please don't hesitate to contact me, my details are on officials contact section of the MSUK website.

Only Joking

Police officer pulls over a speeding car. The Officer says, " Our patrol helicopter clocked you at 80 mph. sir."

The driver says, "Gee, officer, I had it on cruise control at 60, perhaps your radar needs calibrating."

Not looking up from her knitting the wife says sweetly, "Now don't be silly dear, you know this car doesn't have cruise control."

As the officer writes out the ticket, the driver looks over at his wife and growls, "Can't you keep your mouth shut for once?"

The wife smiles demurely and says, "You should be thankful your radar detector went off when it did."

As the officer makes out the second ticket for the illegal radar detector, the man glowers at his wife and says through clenched teeth, "Dammit, woman, can't you keep your mouth shut."

The officer frowns and says, "And I notice that you're not wearing your seat belt, sir. That's an automatic \$75 fine."

The driver says, "Yeah, well you see officer, I had it on, but took it off when you pulled me over so that I could get my licence out of my back pocket."

The wife says, " Now dear you know very well that you didn't have your seat belt on. You never wear your seat belt when you're driving."

And as the police officer is writing out the third ticket the driver turns to his wife and barks, "WHY DON'T YOU SHUT THE HELL UP?"

The officer looks over at the woman and asks, "Does your husband always talk to you this way, Ma'am?"

"Oh heavens no, officer, only when he's been drinking."

SCCON Goes Golfing



SCCON's trailer, chequered flag gazebo and five-car display

On a very wet 22nd of July, SCCON attended the 'Saturday of Wheels' hosted by Stratton Motor Company at the Royal Norwich Golf Club, Weston Park. The team considered the weather and worked hard to put on two fantastic stands. One was to publicise SCCON and the other was a 'Caddy Autotest' which proved to be highly popular.

A massive thank you goes out to the team who made it happen and braved the elements. Thank you also to Stratton Motor Company for allowing the opportunity at this brand new event. We had a lot of interest in SCCON and hope to see some new members very soon on our upcoming events.





The amazing speed of the golf buggy is indicated on the signs in the background



All the golf buggies we used now have SCCON windscreen stickers!

Eastern Daily Press 1973

The following is a newspaper piece about Martin Brundle, who started out at the Pott Row dirt track near King's Lynn.

Banger drivers racing at the Pott Row track have come to know the number 71 attached to a Ford Anglia and to treat it with some respect.

The driver of this particular banger is Martin Brundle, son of local rally driver John Brundle, and he is just 14 years old. Martin, of 54 Gayton Road, Lynn, started banger racing this season after a friend at his school, King Edward VII Grammar School, suggested he ought to try it. He took up the suggestion and asked his father, who gave him an ancient Anglia 1200. Martin moved the radiator to the back window, removed all the glass and fitted protective gauze across the windscreen opening.

He also fitted town and country tyres and made sure the engine was working well. Regulations in banger racing - yes, there are some! - ensure that all the cars have standard engines and do not have strengthened bodies.

That first car lasted four meetings at Pott Row before the back axle retired hurt. Martin then got another scrap car from his father's yard that had a bad engine. With no help, Martin took the engine from his first car and fitted it into his "new" car and this is the one he uses now. "I think there are two or three meetings still left in this one" he said.

In his first race Martin came in second. "I probably had an advantage because I had knobbly tyres and there was a lot of mud about, but even so I nearly rolled the car on one bend." Since then he has progressed and now races a Hillman Minx (built up for him by a friend, Peter Spicer of Gayton), in addition to the Anglia.

Martin pointed out that all the racing is done wearing a crash helmet and a full-harness seat belt. Banger racing can be a dangerous way to spend your spare time and Martin said that there were some broken arms at Pott Row last week.

Racing at Pott Row is not like some forms of banger racing, says Martin. "Everybody is out to win and you don't usually get bashed about, we get up to about 60 mph down the back straight but I generally mind my own business and I don't get hit very often."

Martin hopes to follow his father into rallying when he is old enough, although the age limit for rallying is 18, when you may apply to the RAC for a competitions licence. And to add to the racing family, Martin's younger brother Robin, aged 11, hopes to start banger racing next season although he is doubtful whether he will be allowed to do so. Together the banger brothers should make a formidable team. Martin is also a mechanic and does all his own work to keep the car going.

His ultimate ambition is to go Grand Prix racing "but I doubt if I shall ever do that." he says. If Martin does make it to Formula One, watch out Emmerson!

Here is a receipt from the East Anglia Air Ambulance

It is for the donations collected at the end of SCCON's Midsummer Classic Car Run on 25th June for Christine Newson's 'free' food supplies

12:35

4G

Your Donation: £317.15

Thank you for your donation!

Your payment was successful. Thank you so much for your support, your contribution will make a real difference to this fantastic cause.

Transaction ID:

pi_3NT1J4HJISQyOTe60vXmJOH9

Donation total: 317.15

Donation ID: 62246



Get Involved

Since the charity launch in 2000, we have

Mike Dixon 1940-2023

Relatively few current members of SCCON will remember Mike Dixon who died at 83 years of age on 16th July, after a long battle with cancer.

But Mike has been a big part of the motorsport scene in East Anglia for most of his life. After joining SCCON in the 1960s he soon became a committee member and, for a period in the early 1970s, he edited this very newsletter under its current name 'Spotlight' (it had previously been called 'Odds and So On").

In late 1975 Mike was one of the main proponents along with Keith Pettitt of West Suffolk Motor Club in getting the WSMC/SCCON Winter Rallycross Series going at Snetterton. He already had a foot in the door at Snetterton because from 1966 to 1988 he was Autosport Magazine's photographer for all events at his home circuit and he wrote many articles for that publication covering a wide variety of events across East Anglia. He has been described as Autosport's eyes and ears at Snetterton.

I am particularly appreciative of Mike's photographic archive and his good memory because he gave me a huge amount of help when I wrote the seventy-year history of SCCON two years ago.

Since the 1990's, Mike served as a British Racing and Sports Car Club steward and as an MSA then Motorsport UK steward. His common sense was well respected and he always tried to mentor the next generation of race officials. A minute's silence was held in memory of Mike during the BRSCC's Snetterton race meeting over the weekend of 22nd/23rd July.

SCCON wishes to convey our condolences to Mike's wife Stella, his daughter and two sons and to his wider family.

Peter Riddle August 2023

Think you have cover for breakdowns? Best check.



By Mike Cowlam, July 2023

Enthusiasts must check the small print of their breakdown cover as the summer classic car driving season gets into full swing, says Britain's leading vehicle breakdown recovery provider Start Rescue.

According to DVLA statistics, there are currently 935,100 classic cars, 252,734 LGVs and 661,775 classic bikes on the road in the UK and owners could be wasting money on breakdown cover that isn't fit for purpose.

The typical classic car covers 1,200 miles a year in the UK but most of those miles are done during the summer when owners spruce their cars up and head for the open road.

Breakdown Cover continued.....

Unfortunately, they may find that because of a towing distance restriction in the terms and conditions, they may only have the option of being towed to a local garage near the breakdown scene that may not have specialist knowledge of classic cars. They may end up footing the bill for another tow to their home or to a preferred supplier.

Check the breakdown cover you are purchasing for limitations, which could be expensive if you are travelling a long way from home, especially in Europe. It's always best to have peace of mind knowing that whatever happens, you can be recovered to your home or to a preferred repairer if the vehicle can't be fixed roadside or locally to the scene of the breakdown.

Classic vehicle owners do have specific needs so it's worth checking the following if you are planning a long-distance summer trip:-

- Check for limitations such as only offering a tow within 10 miles of the breakdown scene. Spending a little more to upgrade to Nationwide recovery and Home Assistance means you can get your car towed to a garage further afield. With local tow cover only, you will need to pay for any additional mileage above the limit stated.
- If you are planning to visit to a number of countries in Europe, check which countries are included in your cover.
- Check the number of call-outs you can claim for during your policy, as some low-cost policies only provide for a single call-out.

Check claim cost limits as some policies only offer assistance up to a certain amount, which could prove to be costly if you breakdown in France, need repatriation to the UK and only have a £1,000 claim limit for breakdowns in Europe.



LOVE IS A WARM HEAD WHILE MARSHALING

And finally - hot off the press after last weekend

SCCON's Micra Stubble Event 2023

Firstly, I must thank Sara and Chris Abrey for their kindness and hospitality.

The day dawned, well: it was wet! It continued in the same fashion throughout the day. When I arrived the top part of the field resembled the Somme, it was that muddy. Dave Saint and Howard Joynt were looking like drowned rats.

The Micras were all lined up, ready for whatever was to be thrown at them. As it was still raining, I stayed in the warmth of my Toyota, from where I was able to watch others getting wet and cold.

Nij Cook and I ran test 2. It was quite a fast test, and not many got stuck. I was able to watch the two other tests from the comfort of my 4X4, and I noticed that a number of people had to get out and push their Micras, as the mud was by now getting rather clingy and cars were getting stuck in it.

Micra bonnets were up by now and heads were peering at the overheating engines. It was still raining.

People were heading to the club trailer. Nij Cook gave up and headed off somewhere. He did look a bit damp.

By now our two leaders had called a stop and we all transferred to the dryness of 'the barn' where burgers in a bun were duly served by Chris Abrey and Sara. (Thank-you)

We were also given a tour of the garage so we were able to see the fleet of cars stored in their barn.

At this time our Hon. Chairman together with his good lady, arrived and moved among us, much like the Holy Ghost moving among his disciples giving us his blessing!

After a short thank-you speech from Howard, liquid presents were given to Sara and Chris for all their hard work in looking after us.

At this point most of us left to go home and dry off.

All the Micras are still there, waiting to be rescued, when they will then be "washed, cleaned and polished !" ready for the next outing.

Now some of you might think all the above is a bit condescending. If you do please come along and marshal at the Autosolo on the 20th August, this time at Woodbridge, and I will let you do a write up!

Regards to you all
Paul Doodson