

SPORTING CAR CLUB OF NORFOLK

Spotlight

The Newsletter of the Sporting Car Club of Norfolk (SCCON)

NOVEMBER 2023



This has been a very sad month for SCCON as David Leckie passed away on 23rd October.

Ros Leckie has posted the following on SCCON's Facebook page:

On behalf of my family I would like to thank you all for your kind messages. David's funeral is on 14th November; 1.30pm at St Faiths Crematorium. Everyone is welcome to come and pay their respects. The wake will be a small private gathering for family and close friends. Thank you again for your wonderful tributes, it has been heart-warming to read them.

SCCON is planning to organise a multi-club social gathering in David's memory in 2024

Hero Challenge 2 – 2023

Following on from our exploits on the Hero Challenge 1 in May this year, Derek Webb and I entered the 2nd installment of the Hero Challenge trilogy – Hero Challenge 2 in early September in Derek's 1966 MG Midget. With Derek, flying the flag for SCCON, travelling 120 miles from deepest Norfolk and myself, representing BPMC and 7Oaks MC, travelling 130 miles from East Sussex to Bicester Heritage, home to the Hero-ERA Organisation,

73 crews assembled on a very hot Friday afternoon to drive the calibration route, have the cars scrutineered and collect the event documentation including very comprehensive road book. As it transpired, the route covered four counties, Northamptonshire, Berkshire, Oxfordshire and Warwickshire in a very compact 134 mile route, the majority of which was within a 12 mile radius of Banbury.

After a detailed scrutiny and highlighting numerous details in the roadbook and a decent night's sleep, Derek and I headed north-east in the Midget, from Bicester to the event HQ at The Kingfisher Hotel, Golf and Country Club just South of Milton Keynes. As our start time of 0822 approached, we made ready with plenty of water, for what turned out to be very hot (32 degrees C plus) and testing day of rallying.

The first leg of the event headed West to Bill Gwynne's Rally School based at Turweston Aerodrome, a former WW2 bomber training facility, where the dust flew as each crew tackled the first of two visits to that test venue during the day.



From Turweston an 8 mile link section headed South-West to the start of Reg 1 – The Astons, close to Croughton. The 10 mile long regularity headed South-West via Souldern, Fritwell and Somerton finishing West of Middle Aston. A short link section followed to the start of Reg 2, also around 10 miles long, heading west via Glympton, Kiddington, Gagingwell, Ledwell and Nether Worton and onward further west via a link section to The Gate Hangs High at Hook Norton for a refreshment halt where the time cards for Reg 1, 2 and Test 1 were collected.

Reg 3 – Sib Valley, at nearly 14 miles long, started a short distance from Hook Norton, twisted and turned through all points of the compass through Ascott, Whichford and Stourton finishing just North of Sibford Ferris. The next link section took us to Shenington Kart Circuit for 2 tests over very smooth tarmac of the 1.2km circuit. Shenington was a Wellington Bomber and Hawker Hurricane station and also an experimental jet aircraft testing station during WW2. Following the successful completion of the tests, the link headed further North to Reg 4 – Battle of Edgehill, the site of clashes during the First English Civil War of 1642, on the outskirts of Tysoe, where my wife and I and our family and grand kids spent a week's holiday a few weeks earlier in Mid August.

The Reg headed North-West through Edgehill, Avon Dassett finishing at Fenny Compton, for a lunch break and time card collection at The Wharf Inn. So far most of the regularity sections had been around the 10 mile mark, however Reg 5 – Culworth Gang, which started just North of Chipping Warden was the longest on the event at nearly 20 miles also had the most speed changes: 17 in total, heading in an Easterly direction via Culworth, Canon Ashby, Weston and Woodend Green before turning South via Wappenham to finish just South of Syresham.

The penultimate link section returned to Bill Gwynne's rally school for the final test of the day before heading north-east to Reg 6 – Two Manors, South of Whittlebury, passing through Whittlebury Forest, Leckhampstead, Wicken, circumnavigating Deanshanger and finishing below Old Stratford, then a short distance back to the event HQ at The Kingfisher Hotel, Golf and Country Club.

In total the challenge covered 134 miles, 76 of which were regularity miles with a total of 62 speed changes and 58 link miles.

Once back at the event HQ, Derek and I, along with the rest of the crews who successfully completed the route were, to say the least, extremely fatigued as temperatures during the day reached at least 32C and obviously inside the car was a great deal hotter than that.

As far as the regularity sections were concerned, all flowed OK maintaining a good average speed at times between the controls until a minor wrong slot put us on the back foot thereby dropping time and trying to get back on our schedule was not an easy job to say the least. All in all the Challenge 2 was an extremely well organised event. Thank you to the Hero-ERA organisation team and marshals and assistance crews for putting on a great event.

Derek and I ended up 61st O/A and 8th in Class and completely 'cream crackered' by the end of the day. There were several BPMC members competing on the challenge, who had also previously contested The Hughes Historic rally and the BPMC winter regularity series, Chris and Fred Winter, were in the same class as us, Class 2 1955 – 1974 up to 1400cc, driving a very well presented 1966 Hillman Imp which was awarded the Concours d'Elegance award; they finished 58th O/A & 7th in class.. Alan Petit co driving in a 1936 Bentley Derby Special finished 29th O/A & 2nd in Class 1 for pre 1955 cars, Norman Garland co driving in a 1985 VW Golf GTI finished 55th O/A & 7th in Class 7 all cars 1982 to 1990

By driver and co-driver of car no. 23 Derek Webb / Archie Pelling 1966 MG Midget

Chelmsford Motor Club's Rally Tendring & Clacton will not be held in 2024

After careful review by the organising team and with our partners, there will be no Rally Tendring & Clacton in 2024. Since the inaugural rally in 2018, the rally has run annually using new 'closed roads' legislation, except for interruptions due to COVID-19. These events are a substantial undertaking, dependent on thousands of hours of time given by our volunteers and require significant funding to host. We are in a period of budget cuts, as costs rise for organisations and for our competitors too. We have therefore decided the rally will not continue at present. We are immensely proud of what we have achieved so far and repeat our gratitude to our sponsors, notably Corbeau Seats, who have been with us since the start of the journey. We also thank our partners, local communities, volunteer officials and marshals, plus our competitors for their encouragement and support over the past six years. Chelmsford Motor Club remains committed to organising closed road rallies. We have some exciting plans in development for a new format event in Essex. November 2023

SCCON & AMSC Autosolo, Autotest and Production Car Autotest
sponsored by
MC Engineering and Stratton Auto Services

Marshals, you are stars! Thank you ever so much for making the event happen.
We hope you are all dry and warm by now.

Competitors, you made our day with your smiles, enthusiasm, banter and
friendliness...and with your test mishaps! 😊

Our events are getting a reputation for being inclusive and friendly, and we will keep
them this way! 🙌

On behalf of the Organising Team, thank you very much everyone! It's a shame we
had to cut it short due to the weather but based on the feedback,
it was an enjoyable event regardless.

I'll leave you with this brilliant group picture.

Anglia Motor Sport Club and SCCON Sporting Car Club of Norfolk



Fire extinguishers

Fire extinguisher homologations for Stage Rallying are of particular importance when undertaking a Vehicle Passport inspection on a Stage Rally car to confirm that the plumbed-in fire extinguisher is homologated for rally use. As detailed in K3.1.1: “the minimum quantity of extinguishant for systems on FIA Technical List no. 16 must be 3kg.” There are a number of plumbed-in systems homologated in different sizes but only the 3kg version is permitted in rallying, as shown in the extract above. We had a report from a recent event that no less than six cars were found to have the 2.25kg version of this homologated system fitted. More worryingly they had all been recently inspected for new Vehicle Passports! A reference copy of Technical List No. 16 is helpful when inspecting a vehicle because it clearly shows which systems are homologated for rallying.

The Dansport Historic Rally - a superb class win for David Mann and Ian Doble

Saturday 14th October 2023 and David Mann and I competed on the Dansport Historic Regularity Rally in Derbyshire, the penultimate round of the HRCR Historic Road Rally Championship. The entry included all the top runners in Regularity Rallying in preparation for the forthcoming Rally of the Tests so with over 25 Masters competing it would be a tough call to make it into the top ten once again. Fellow SCCoN crews Hugh Garnish & David Bell, Fiesta 1600, and Gareth Hockeridge with Rob Henchoz, Volvo Amazon were also entered. Since the last event we've fitted a hydraulic handbrake to Lucy our MGCGT which was not a simple task and became a frustrating game, but eventually it was bled and working. Until this year hydraulic handbrakes have been banned on road rallies, so without one there is a bit of a disadvantage. Pre-rally checks were fine and everything was working when loaded on the trailer Friday afternoon.



That all changed during the trip meter calibration run when the indicators gave up the ghost. I'd had an inkling they may do this so had a spare flasher unit in the car. This was duly fitted but drama continued when the headlights refused to co-operate at scrutineering. I did the usual tinkering with connectors and miraculously they started to work, but left us with an uneasy feeling for the evening's 40 mile night section west of Sheffield.

This event is slightly different to the others having a night section on Saturday evening followed by a full day of Regularities and Tests on the Sunday. Within the road-book issued one hour before our scheduled time were three pre-plot Regs for the evening's entertainment.

The first just to the north-west of Sheffield, after an hour's run-out, was defined by an All Roads herringbone. This easily went on the map and it was good to see it was set at 30mph throughout. We did OK on this one dropping 19 seconds across the three ITCs, but the meat of the night was to follow around the lanes to the west of Sheffield using Wigtwizzle and the Strines. It was defined by 48 grid square departs with two Not As Map (NAM) junctions, again set at 30mph but this time the lanes would be very narrow in the middle of the section with eight ITCs, Passage Checks and Secret Checks to find. All went well until I wrong slotted just to the west of Broomhead Reservoir which cost us a maximum one minute penalty at the next ITC – bu**er. It was just beyond here that the headlights went out! Thankfully, the spot lights were still working, but we did not gain many friends from fellow competitors or oncoming locals. We did manage until the end of the Reg where the marshal helpfully pointed out they weren't working. Once again I fiddled with the fuse-box swapped a couple of

fuses and hey presto they came on. I later discovered that the lower terminals on the fuse-box were suffering with corrosion although it's only two years old!

The last Reg of the evening, #3, was just 10 miles long defined by spot heights with three NAMs and three ITCs. The three passage checks in the last mile did come as a real sting in the tail, the last being all of 0.3 mile from the final ITC. At least 50% picked up a maximum 1 minute penalty, including us, at this one! David and Hugh did well on this with their night road rally experience coming to the fore, and they only dropped 37 seconds, 13th lowest penalty here. That was it for the evening and results showed Hugh+David 14th, David+I 22nd, and Gareth+Rob 28th. Pie and chips were served up and then it was back to the hotel to finish plotting two more Regs and marking up the Tests.

Sunday morning produced a sharp frost and a bright clear sky, which was good for the marshals but not so good for us competitors as the walkers and cyclists were out in their droves. The morning started with three Tests the first along a rough farm track and then two more on Steve Perez's estate with a mix of surfaces, which all went well for us.



Then it was on to Reg 4 a Jogularity of 17 miles with four ITCs and three PCs to find. All went well until I was too slow turning over the page and missed a slot left 0.01ml (17.6yds) after the previous junction; i.e a LWR triangle, the delay here costing us a 29 late penalty at the next ITC as we did not make up all the time lost. It's the navigators that lose the rally, but the drivers who win it, so true; time for coffee.

Reg 5 was plotted the night before from map features and was subject to an Amendment, given out at the same time. I amended all the ITC changes but did not notice a speed change distance had reduced from 4.8 to 4.2 miles. It started on a white at Robin Hoods Stoop which is a narrow uphill tarmac road about 1.6 miles long at 24mph with an ITC at the top. It would have been fine but it was full of walkers which made it a bit hairy to say the least! The Reg was OK except for my issued speed change which cost us 20 seconds by being too early.

Next was Reg 6 which was three map features handed out at coffee depart. Again this was straightforward with a mile white at the end through a farm. There were four ITCs and the last two being on this white where we came across a Secret Check marshal who said "floor it" so we did across a farm track and arrived swiftly at the last ITC just one second late, hooray. A short run took us to lunch in Hartington.

As we left we were supposed to collect some additional info for Reg 7 which had been plotted the night before and the handout for the final Reg #8. The Reg 7 info did not appear and we were told it would be at the start.

When we got there it wasn't so we just needed to drive through treating all the ITCs as passage checks – something had obviously gone wrong. Anyway we duly drove it and plotted Reg 8 which was a bit of a nightmare with 25 coloured junctions to plot so we had to pull up. Thankfully, Hugh and David were there and just about to leave and showed us the route – thanks guys. Even so we did plot it ourselves to make sure we were OK and understood where we were going as it included a devious little white loop. In the end it was fine, but it had cost us some time eating into OTL.

Now there we just five Tests to go, the original three run again and a couple of new ones. Test 4 was a farm track and while queuing for the start we watched James Griffiths and James Howell from Chelmsford have a spectacular roll finishing on the roof. Thankfully they were soon out and walking, but it took an age to get the Test cleared. Next it was a car park Test 5 around a DFS superstore car park, never our favourite, but we managed to find our way with no mistakes. Gareth and Rob were unlucky to retire here with exhaust maladies. I made a bit of a faux-pas as we exited the Test and meandered off in the wrong direction, but eventually I realised my mistake and managed to show some other crews they were going in the wrong direction!



The farm track, Test 1, was run in the opposite direction as Test 6 and was downhill. David was spectacular on this one being 10 seconds quicker than the first time through. Then it was back to Steve Perez's estate for the final two Tests, re-runs of the first ones. These are good flowing tests being a mixture of tarmac, concrete and gravel and all went well.

Although we did get a delay allowance at the Test where the Mini rolled, it was touch and go whether we would get around the remainder of the rally in time, and in fact we were initially logged as OTL by three minutes at the end, but as we were the only crew, one of the other competitors in our class got it scrubbed for us; fantastic sportsmanship on their part. In the final results we were 18th and 1st Expert, while Hugh and David were 10th overall, a great result. We were 17th on the Tests and 20th on the Regularities, so still room for improvement to catch Hugh and David, but a tall order on the Tests considering the different cars.

The last event of the year is a new one, The John Bloxham Memorial Rally, around the Telford and Bridgnorth area on 20th November again featuring a 40 mile night section, so some fettling to do sorting out the lights.

Thank you to Dave Leadbetter for the pictures.

David & Ian

Will Sparrow

1945 - 2023



Will Sparrow died peacefully at 78 years of age on 10th September. He won multiple rally championships in various types of car but he will forever be remembered for his exploits in BMC Minis including the last ever international rally win by a Mini on the Fram Filters Welsh Rally of 1970. In my student days, he was my hero.

Initially Will was loyal to the Mini and he kept it competitive well after the BMC/British Leyland Competitions Department had closed down. His first proper rally car was a silver Mini with dark blue roof (397 EOE), that he progressively developed from standard 848cc Mini into a 1275cc Cooper S and, with Nigel Raeburn navigating, he served his rallying apprenticeship in the 1968 and 1969 Motoring News Road Rally Championships. Will drove this car in a total of 72 events gaining four second places on MN rounds during 1969.

For 1970, Will constructed a new Mini Cooper S (WNX 700H) describing the car's build in a series of articles for Cars and Car Conversions magazine and I followed many of his recommendations when I built my own Mini Cooper rally car. He also secured sponsorship from that publication and painted the car in their trademark red and white colour scheme with a black and white chequered stripe across the bonnet.

WNX 700H would appear in three guises, firstly as a normal Austin Cooper S in which Will and Nigel won the 1970 Rally of the Vales and the Welsh Rally. He then added an eight-port cylinder head and the car took on a new appearance with a large air box for the Weber carburettors sticking out at the front of the bonnet. With the car in this configuration, Will won the Red Hackle Stages Rally in Scotland. And this was two years after the Escort had been launched! But, on the Tour of Mull, where he'd finished second the year before, Will rolled the car; one of his very few rally accidents. While WNX 700H was being repaired, Will and Nigel used another Cooper S (VNX 700H) to achieve 11th overall on the RAC Rally, winning their class and beating the next 1300cc car by ten and half minutes. They were thus crowned winners of the 1970 RAC British Rally Championship.

Will rebuilt WNX 700H with a Mini Clubman front which gave room for the eight-port head's twin Webers and he gave it a shiny black furry 'Velvetex' treatment on the roof that hid (most of) the creases caused by the roll. After that, the car was sometimes called 'rumple roof' by the motoring press.

With WNX in this its final guise as a Mini Clubman, Will and Nigel came 2nd on the 1971 International Welsh Rally and 4th on that year's Circuit of Ireland. But this car is best remembered for the epic battle that Will and Nigel waged against George Hill and Keith Wood's Escort Twin Cam in what many believe was the very best year of the MN Championship. Will won five MN rounds that year, and so did George and Keith who, despite non-finishing on the final round (the Targa Rusticana) when Will finished third, pipped Will and Nigel to win both the drivers and navigators championships by a single point each.



397 EOE on its way to 2nd on the 1969 MN Bolton Midnight
Nigel Raeburn seems to be seated extremely low!



Will and Nigel winning the 1970 Fram Welsh Rally
The last international rally win for a Mini.

Will and Nigel also won the BTRDA (British Trials and Rally Drivers Association) Gold Star Rally Championship in 1971 and again in 1972.

For 1972 they ran a nearly standard Ford Escort Mk1 in the Ford Escort Mexico Rally Championship which had over fifty entries including most of the top road rally crews of the day. Both road and stage rallies were included and the cars were checked on rolling roads at some events to make sure their engines hadn't been tuned. Their Mexico was sponsored by Hodgsons of Retford, but Will prepared it himself. Nigel said the Escort was a delight to navigate in compared to a Mini: so quiet and smooth; he could see the map better and didn't have to shout so much! Will Sparrow and Nigel Raeburn won that championship outright beating Tony Pond into second place. Will's prize was to drive a works Escort on the 1973 Acropolis Rally with Henry Liddon navigating, but the rather tired car that Ford lent him didn't make it to the finish.

Will built another Mini Clubman (EUE 897K) and rallied it with sponsorship from Thor Hammers, finishing 6th on the Welsh Rally after a time-consuming but non-damaging off, but the Mini was becoming less competitive so Will struck a deal with Dealer Team Vauxhall (DTV) to drive their Group 2 Firenza. He'd had a one-off drive for them driving a Viva GT on the 1971 RAC Rally but its engine failed. The Firenza was nose-heavy compared to an Escort and DTV's cars hadn't had enough development. Nevertheless, Will got some good results when the car lasted, such as 2nd overall on 1973 Mintex Dales Rally and 7th on the tarmac of the Manx International Trophy Rally when four of the cars that beat him were three Porsche 911 Carrera RS and an Alpine A110.

For 1974 Will swapped to a DTV Group 1 Vauxhall Magnum 2300 with Rodney Spokes co-driving for him on many events. With this car they won the 1974 RAC Group 1 Rally Championship beating most of the theoretically faster Group 2 cars. Will continued rallying for DTV, gaining several class wins for them including the 1975 Welsh and the 1975 RAC Rally. His final rally for Vauxhall came when he gave the Chevette 2300HS its international rally debut on the 1976 Lombard RAC Rally. It was newly built and completely undeveloped so it wasn't surprising that he retired when the prop-shaft failed.

On the biggest and longest rallies, Will could be relied on to look after his car and bring it home to an impressive result. How about 6th overall on the 1976 Circuit of Ireland in a Vauxhall Magnum behind two works Escorts (Billy Coleman and Russell Brookes), two Porsche Carreras and a Lancia Stratos? Plus 3rd overall and a class win on the 1976 Texaco Tour of Britain that was won by Ari Vatanen. For 1977 Will rallied a relatively uncompetitive Chrysler Avenger GT, sponsored by Mopar. And get this..... he came 6th overall and won his class on the five-day-long Circuit of Ireland; only beaten by two works Escorts, a works Toyota Celica (driven by Monte Carlo Rally winner Ove Andersson), a Lancia Stratos and a Porsche Carrera RS.

Will Sparrow is widely remembered as a kind, polite and very helpful person; a true gentleman in the great sport that rallying was in the 1970s. SCCON sends sincere condolences to Will's son David, who helped me put this piece together, and to all of his family.

The Fastest Clubman in the West Published in Motoring News 1972.
To the tune of Benny Hill's 'Ernie - the Fastest Milkman in the West'

You could hear the Webers sound as he raced across the ground,
And the screeching of the tyres as they spun round and round;
He hurtled down Selective 6, a mile above the rest,
His name was Sparrow - and he drove the fastest Clubman in the West.

Now Sparrow had a rival; a tall dark handsome man,
His name was Hill, and with his partner Wood, he drove a white twin-cam;
They beat him on Selective 2 and on Selective 5,
But Sparrow had to win that day, so he really had to drive.

Now Nigel read out every bend, his map board in his hand,
And if they took off on a 'yump' he'd show Will where to land,
But George Hill was too quick for him and passed them in a lane,
Although he'd lost the lead before, he'd got it back again.
They called him Georgie, and he chased the fastest Clubman in the West.

A man came up at petrol halt and said, "Will, you're no learner,
And I should know for I am God, my name is Stuart Turner.
If you want to win lots more and always be adored,
You will have to sell your Mini and buy yourself a Ford."

So Will jumped back into his car, and set off down the stage,
He must have reached a hundred, he was really in a rage,
But when he took off on a yump, the drive-shafts he did bust,
When his wheels touched the ground again, his sump-guard bit the dust.
Poor Sparrow - and he drove the fastest Clubman in the West.

Sparrow was only twenty-six; he didn't want to change,
He's had to buy a Fordie, one of the Escort range,
His Mini was a good car, but just a bit too slow,
And now he enters Group 1 rallies in a Mexico.
"They'll not forget Sparrow," and he drove the fastest Clubman in the West.



Will Sparrow and Nigel Raeburn
1971 International Welsh Rally.
Demonstrating just how a Mini
should be driven on the loose.

NIGEL RAEBURN

1943 - 2017

Nigel Raeburn was unquestionably one of Britain's very best rally navigators. Some SCCON members will remember Nigel competing on the East Anglian Classic Rally, and winning it in 1995 and 1996 with Geoff Breakell in his Alfa Romeo Giulia saloon. Much earlier, he had been Will Sparrow's navigator for most of Will's Motoring News road rally successes and he co-drove for Will throughout 1970 when they won the British Rally Championship.



Nigel Raeburn

Nigel wrote a fascinating series of his 'Motoring Memories' that you can find at: <https://rallynav.co.uk/blog/>

They are a really good read. One is about the 1967 British Caravan Road Rally; SCCON's team of Eric Barrett, David Whayman and John Scoley had won the previous year's event. Another mentions rallying his bubble car! Nigel said that his most satisfying results were firstly winning the 1970 International Welsh Rally with Will Sparrow and secondly fulfilling unfinished business from his Mini days by winning the 1977 Tour of Mull, an event he described as "so special", navigating for Bob Bean in his Escort RS.



Will Sparrow at Nigel Raeburn's funeral

The reason I've included this piece about Nigel is something I found on the internet. After Nigel's funeral service in 2017, Will was to lead the hearse away from the church to the crematorium in their famous Mini Clubman rally car (that has been superbly rebuilt by David Hopkins). The story is that as Will set off, he gave the Mini full beans from a standing start and the hearse driver (who may have been briefed) used its 4.0 litre Jaguar V8 engine to do the same! But I've spoken to a couple of people who were at Nigel's funeral and they couldn't confirm or deny the story as they weren't outside when the hearse left the church, so it may be an apocryphal tale. But what a wonderful send off that would have been for a dedicated rally man like Nigel. I really hope it's true - can anyone confirm what really happened that day?

Helmet Validity for 2024

As the 2023 season starts to come to a close and the 2024 season looms large in the headlights, that helmet rule change is just around the corner, So, what does that mean for Competitors?



Well, its time to carefully examine what you put on your head every time you step into your car, as it may no longer be homologated for international or national motorsport from January 2024. Older helmets, such as Snell SA2005, SFI, and BS6658/Type AFR, are no longer valid for any international or national motorsport, and this has been the case for quite some time.

PLEASE NOTE - This is for UK customers - the rules will vary depending on where you are in the world.

Is my helmet still valid?

Find the Homologation label in your helmet and check against the below chart which shows the expiry dates for each standard:

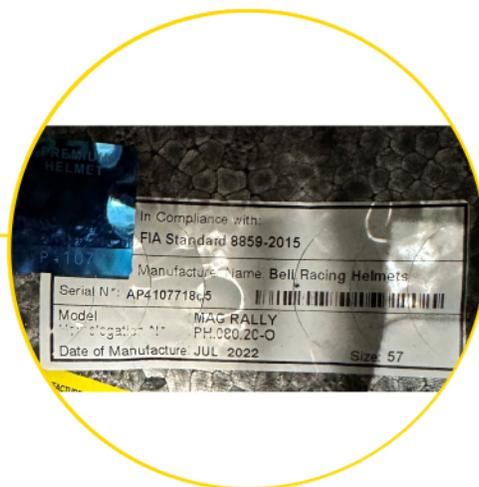
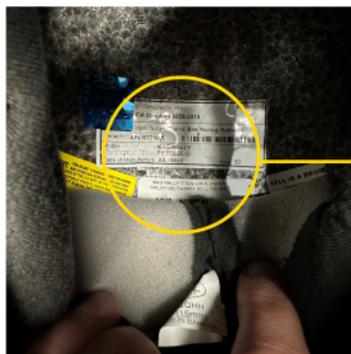
Helmet Standard	MSUK Validity	FIA Validity
FIA 8858-2010 & Snell SAH2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
FIA 8858-2010 & Snell SA2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
FIA 8858-2002 & Snell SA2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
Snell SAH2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
Snell SA2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
Snell SA2015	Not Valid After 31/12/2023	Not Valid After 31/12/2023
FIA 8859-2015 & Snell SA2015	No Current Expiry*	No Current Expiry*
FIA 8859-2015 & Snell SA2020	No Current Expiry*	No Current Expiry*
FIA 8859-2015	No Current Expiry*	No Current Expiry*
FIA 8860-2010	No Current Expiry*	Not Valid After 31/12/2028
FIA 8860-2010 & Snell SA2010	No Current Expiry*	Not Valid After 31/12/2028
FIA 8860-2018 ABP	No Current Expiry*	No Current Expiry*
FIA 8860-2018	No Current Expiry*	No Current Expiry*

*No current expiry - This does not mean these will never expire, this will depend on future rule changes but at present there is no expiry on these homologations.

Where can I find the Homologation?

Take a thorough look inside your helmet to check if it expires at the end of the year. If you're competing in January, don't get caught off guard with an out of date helmet.

Find the panel inside the back of your helmet and carefully pull down. This should reveal your homologation label which contains all the information you need to know in order to check the homologation of your helmet.



Need a new helmet?

With 2024 just around the corner and prices likely to rise in the new year, Now is a fantastic time to buy! We offer a full range of helmets which can be found [here](#).

If you are unsure on what you need or would like to arrange a helmet fitting, please [contact](#) our sales team!

Article by Rally Nuts Motorsport

GUIDE TO RECOGNISING A STROKE - AN UPDATE

Symptoms of a stroke - the main symptoms of stroke can be remembered with the word FAST:

- **FACE** – the face may have dropped on one side, the person may not be able to smile, or their mouth or eye may have dropped. Ask the patient to stick their tongue straight out. If it is crooked or over to one side, that can be an indication of a stroke.
- **ARMS** – the person with suspected stroke may not be able to lift both arms and keep them up because of weakness or numbness in one arm.
- **SPEECH** – their speech may be slurred or garbled, or the person may not be able to talk at all despite appearing to be awake; they may also be confused or have problems understanding what you're saying to them.
- **TIME** – it's time to dial 999 immediately if you see any of these signs or symptoms.

There is now another 'sign' of a possible stroke and it is this:

- **TONGUE** - Ask the person to 'stick' out their tongue. If the tongue is 'crooked' or if it goes to side or the other that is also an indication of a stroke.

If the patient only displays some of these symptoms or if you're uncertain - take action anyway. You might save someone's life.