

# SCCON

**Sporting Car Club of Norfolk Ltd**

[www.scon.co.uk](http://www.scon.co.uk)

**March 2024 Newsletter**



**Save The Date**

**June 23<sup>rd</sup> 2024**

**Midsummer Classic Car Run**



**This year's SCCoN Classic Car Run will be starting from  
SOUTHWEST OF NORWICH**

## **Kent Targa Rally    May 11<sup>th</sup> 2024**

We are pleased to announce that this year's Kent Targa Rally will be on Saturday 11th of May 2024 at Manston Airport in Kent.

This new event will be aimed at both newcomers to the sport, as well as experienced crews and we believe this is a perfect opportunity for existing Autosolo or Autotest competitors to take a step into the world of rallying.

For an entry fee of £99 we are planning to run 18 tests during the day which will cover 40 miles, 90% of which will be on sealed surfaces. There will be some small sections on smooth gravel and grass but we do not expect sump guards to be needed. All vehicles compliant with R21 Targa or R19 Historic will be eligible to compete and there will be NO additional requirement for roll cage or harnesses.

The test routes and manoeuvres around the airfield will be defined by cones and navigation will be via an A3 roadbook containing test diagrams of the route. The tests have been designed by regular competitors in accordance with latest MSUK guidance.

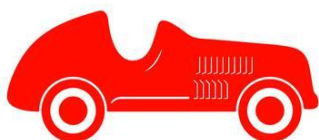
Regulations will be published on Friday 22nd of March.

Manston is a huge venue and we will need a large number of marshals to ensure the safe and smooth running of the event. If you are new to rally marshalling, then this event will be an ideal introduction as we have a selection of important, but low stress, observation roles plus the normal key start and finish timing jobs.

We would also specifically like to appeal to any Rally Safety Radio Marshal crews to join us as we will be running the Motorsport UK safety radio system with a licenced radio controller.

Marshals are invited to register now via the following link:

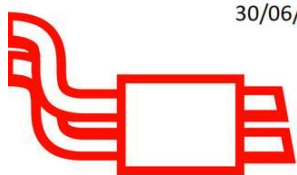
<https://mtc1.uk/Marshals/KentTarga24/MarshalForm.php>



## NORFOLK & SUFFOLK CLASSIC EVENTS & RUNS

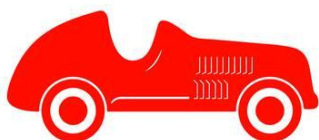
# 2024

Date	Event	Location	Booking	Cost
<b>March</b>				
09/03/2024	Rickingham Autojumble	Rickingham	N	Free
30/03/2024	Trofeo Cars Brekafast Run	Holt/Langham	Y	£££
<b>April</b>				
07/04/2024	ECR Autojumble	Shotley	N	Free
07/04/2024	Open academy car show	Mousehold	N	Free
13/04/2024	Rickingham Autojumble	Rickingham	N	Free
21/04/2024	NNCVC St Georges day run	Sheringham	Y	££
21/04/2024	Drive it Day	Kersey Mill	Y	Free
28/04/2024	OB Car Show	old buckenham	Y	Free
<b>May</b>				
03/05/2024	ECR evening meet	Shotley	N	Free
4 - 6/05/2024	Stradsett Vintage Rally	Stradsett Park	Y	Free
05/05/2024	ITM Run	Ipswich/Felixstowe	Y	£££
05/05/2024	Classic Vehicle Rally	Earsham Hall	Y	Free
06/05/2024	Broadland Heritage Run	Potter Heigham	Y	£££
11/05/2024	Rickingham Autojumble	Rickingham	N	Free
12/05/2024	South Suffolk Run	Start TBC	Y	££
12/05/2024	Little vintage lover fair	Mannington Estate	Y	?
18/05/2024	Anglo american classic	Feltwell	Y	Free
19/05/2024	Stody Classic Vehicles	Stody Lodge	N	Free
26/05/2024	Pageant of Motoring	Sandringham	Y	£££
26/05/2024	Cars on the green	Bardwell	Y	£
26/05/2024	Thurton Autojumble	Thurton	Y	£
26/05/2024	Caister Lifeboat show	Casiter	N	£
26/05/2024	Cars & Crafts	Great Ellingham	Y	Free
27/05/2024	Sprowston Autojumble	Sprowston P&R	N	Free
<b>June</b>				
01/06/2024	Classics on the Green	Great Massingham	Y	£££
04/06/2024	ECR evening meet	Shotley	N	Free
08/06/2024	Rickingham Autojumble	Rickingham	N	Free
08/06/2024	Arminghall Autojumble	Arminghall	N	Free
08/06/2024	Rendlesham Classic	Rendlesham	Y	Free
09/06/2024	Marham Village Show	Marham	Y	£
09/06/2024	Sheringham Classic Show	Sheringham	Y	£
16/06/2024	Holton Car Show	Holton	N	Free
16/06/2024	Wheels on the Field	Thetford	N	Free
23/06/2024	NCVC summer show	Strumpshaw	N	£
23/06/2024	Sizewell Vintage & Classic	Sizewell	N	Free
23/06/2024	Vintage Power Day	Pakenham Water Mill	Y	Free
23/06/2024	SCCON Classic Run	Start TBC	Y	£££
29 - 30/06/2024	Wheels Festival	Great Yarmouth	Y	Free
29 - 30/06/2024	Snetterton Classic (300)	Snetterton	Y	££
30/06/2024	Ludham Open Gardens	Ludham	N	Free



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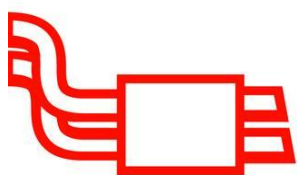
Updated  
March  
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## NORFOLK & SUFFOLK CLASSIC EVENTS & RUNS

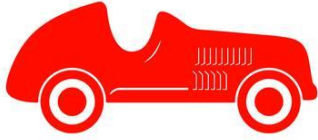
# 2024

Date	Event	Location	Booking	Cost
<b>July</b>				
06/07/2024	Wheelie Fun Day	Somersham	N	Free
07/07/2024	Hingham Car Show	Hingham	?	Free
6 - 7/07/2024	Wings N Wheels	Norwich Aviation	Y	Free
07/07/2024	Mid Summer Mega	Great Yarmouth	N	£
07/07/2024	Broads Motormania	Scratby	Y	£
07/07/2024	NNR Vinatge Transport	Holt Station	Y	Free
11/07/2024	Friston cars on the green	Friston	N	Free
13/07/2024	Rickingham Autojumble	Rickingham	N	Free
14/07/2024	Culford Classic	Culford	Y	££
14/07/2024	LCVC Classic Show	Lound (Lowestoft)	Y	Free
15/07/2024	ECR evening meet	Shotley	N	Free
19 - 21/07/2024	Weeting Rally	Weeting	Y	££
20/07/2024	Arminghall Autojumble	Arminghall	N	Free
25/07/2024	NNCVC Show N Shine	Sheringham	N	Free
28/07/2024	Mundesley Motorshow	Mundesley	Y	£
28/07/2024	West Suffolk Classic	Kedington	Y	Free
28/07/2024	Bridge Classic Cars	Bentwaters Park	N	Free
<b>August</b>				
3 - 4/08/2024	Festival of wheels	Ipswich	Y	Free
03/08/2024	Open Churches Run	Bramerton	Y	£££
04/08/2024	Helmingham Festival	Helmingham	Y	££
09/08/2024	ECR evening meet	Shotley	N	Free
10/08/2024	Rickingham Autojumble	Rickingham	N	Free
11/08/2024	Alde Valley Classic	Stratford St Andrew	N	Free
15/08/2024	Classics on the green (eve)	Great Massingham	Y	££
18/08/2024	Stonham Barns Classic	Stonham	Y	Free
18/08/2024	Cromer Custom Car Show	Cromer	N	Free
18/08/2024	St Faiths Vintage	St Faiths, Horsham	Y	Free
24/08/2024	Suffolk Motorshow	Worlington	Y	£
25/08/2024	Knucklebusters Car show	Stonham	Y	Free
26/08/2024	Aylsham Show	Aylsham	Y	£
26/08/2024	Sprowston Autojumble	Sprowston P&R	N	Free



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Updated  
Jan  
2024



## NORFOLK & SUFFOLK CLASSIC EVENTS & RUNS

# 2024

Date	Event	Location	Booking	Cost
<b>September</b>				
01/09/2024	Brisley Hall Classic	Brisley	Y	£
01/09/2024	Classics at Glemham	Glemham hall	Y	££
01/09/2024	Pirates Birthday Bash	Great Yarmouth	N	£
07/09/2024	Arminghall Autojumble	Arminghall	N	Free
07/09/2024	Beach Street Car Show	Felixstowe	Y	Free
08/09/2024	Heritage Open Day	Kings Lynn	Y	
14/09/2024	Rickinghall Autojumble	Rickinghall	N	Free
16/09/2024	ECR evening meet	Shotley	N	Free
22/09/2024	Classics on the green	Great Massingham	Y	££
28 - 29/09/2024	Trimmingham Trosh	Trimmingham	N	Free
29/09/2024	Reepham Classic	Reepham	Y	Free
<b>October</b>				
05/10/2024	ECR Autojumble	Shotley	N	Free
12/10/2024	Rickinghall Autojumble	Rickinghall	N	Free

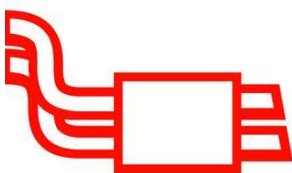
While we do our best to ensure this list is accurate please do research the events directly online or by contacting the organisers. For additions and corrections email [rubythehealey@gmail.com](mailto:rubythehealey@gmail.com)

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## *Event Photos*

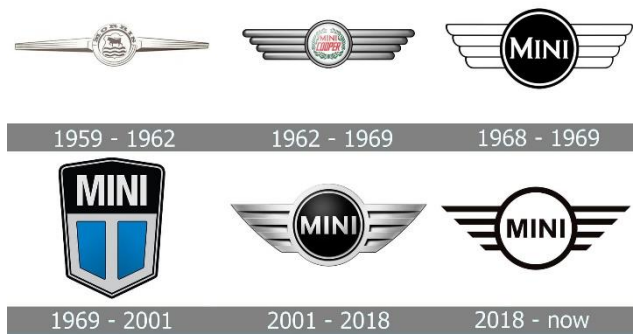
Uploaded to Facebook each evening from events Ruby attends, Follow to see your classic, Vintage or retro Ride. All photos are set to public ideal for sharing.

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## MINI EVENT

A truly iconic British car steeped in history, and a staple in the Classic Car world, the MINI was first introduced in 1959 and gives itself as an ideal vehicle in a StreetCar format.

With the MINI at the very heart of StreetCar we can't help but admire iconic classic MINIs. To showcase its competitive ability, we bring you a story about two similar, yet very distinctive MINIs that often battle it out for supremacy at [Maidstone & Mid-Kent Motor Club](#) (MMKMC).

The first is driven by Lloyd Covey whose MINI is celebrating half a century this year, and the second: is a charismatic MINI named Olive.

In honour of its 50<sup>th</sup> birthday, we will dive into the deep history of this event-winning car. Going from a show car in the early 2000s, to being recommissioned in 2020, the car was then bought by Lloyd, a dedicated member of the MMKMC, who introduced this humble MINI to the Motorsport life. It participated in its very first Autotest under the lights in September 2020 and has since enjoyed a successful career in grassroots Motorsport, competing in 20-25 events per year.



However, the competitive life has not been smooth sailing for this MINI, with many complications and breakdowns along the way.

The most notable competition for Lloyd's MINI came at the MMKMC AutoSOLO last year. After a damp morning, the competition was neck and neck, split by milliseconds. With the adrenaline pumping, going into the final run, Lloyd and his MINI gave it everything they had and came away victorious by a fraction of a second!

We now switch focus to an equally competitive classic MINI called Olive, driven by proud owner and MMKMC member Si. After passing its MOT with the second attempt in October 2022, Olive also started its competitive Motorsport career at MMKMC. The first time Olive took to competition was at a Tarmac Autotest in November 2022, representing the oldest car at the event. Ironically, Si competed against his son, the youngest competitor.

Olive has experienced a few complications in the past, including a wild goose chase for a missing bolt and a sudden loss of power on the journey home from an event. However, for each problem, there is a solution! And in 2024 Si intends to try Olive's hand at a Trial.

The two cars often battle it out at the MMKMC Autotests with many close competitions in 2023. They are perfect examples of great StreetCar competition between two iconic classics. With plenty of plans for repairs and competitions scheduled for 2024, we wish both of these MINIs all the best!



## Tour of Cheshire (ToC) 2024

David Mann and I went to a very wet, muddy and pot-hole Cheshire for the first round of the HRCR Clubmans Road Rally Championship held on the 2nd March. We had three seasons in one day, rain, snow and sunshine, and if we think we are hard done by here in Norfolk with pot-holes then Cheshire is in a far worse state, they are truly diabolical. As usual with the ToC Noise and Scrutineering (N&S) do not get underway until 6pmish and this time they tried reverse seeding so started with the Novices. We were seeded 20 with a N&S time of 19:15 when we had the pleasure of receiving five of the nine Regularity hand-outs to plot.

Other crews with SCCoN credentials include Hugh Garnish and David Bell, Fiesta; Rob Henchoz with Gareth Hockeridge, Volvo Amazon, and Amy Henchoz with Roger Tushingham in an MGBGT, Martyn Craske (was SCCoN) with Simon Howlett, Chelmsford MC, MGBGT, and Richard & James Leggett (SCCoN & WSMC) in their Alfa Romeo Alfetta saloon. Reg A was a London Road map with a map extract, although I did transfer it to the OS maps as it was not quite to scale and used 117 and 118. We started OK but within half a mile of the last ITC a tractor and trailer loaded with straw pulled out in front of us which cost us 15 seconds. We dropped 24 in total over the four ITCs. This had taken us from the start near Nantwich to the entrance to Oulton Park for the first of two tests here on the "Rally Circuit". This is a twisty tarmac undulating road with a special slippery surface and it was like sheet ice in the rain. David had a minor spin on the first attempt, but made a better job on Test 2. Hugh managed to be fastest on this first one and they were leading the rally after the second, so having a good start.

Reg B, a Jogularity with six ITCs over 17 miles with only junction distances but no times, and eight speed changes. It was nearly our downfall, as 2 miles in we pulled over onto a narrow grass verge for an approaching car and immediately sank. Luckily the fella cutting his adjacent garden hedge had a tractor and in exchange for £20 pulled us out. Meanwhile, some cars had gone passed, but while we were being extricated several were held up. Luckily this event operates a joker system meaning a competitor's worst lateness penalty at a public road ITC is dropped, so we got away with it and we were responsible for three others also. Hugh and David had a worse time though as they got a wrong direction of approach to the secret check before-hand. Considering our dramas on this we collected 37 over the six ITCs which could have been much worse. From here it was back to Oulton Park for coffee and another two more goes around the rally circuit. With another Regularity to plot and time to make up there was no coffee for us just straight to the tests. No spins this time, but still no grip and the car either wanted to go straight on or spin. An MGCGT with a 6 cylinder cast iron truck engine is not the ideal tool for this. Hugh once again did well being in the top five in his pocket rocket.



Reg C hand-out was a typical ToC convoluted description including tulips, map extract, map features and pass-by farms. With an additional two NAM LWTs described by out of order tulips which needed to be rearranged. It would not be out of place on a Table Top Rally, just unnecessarily time consuming. For a supposedly Novice friendly event, this seems a very strange approach. With four speed changes and four ITCs including an excursion onto another map this was a challenge for both sides of the car with junctions nearly every quarter of a mile. I'm pleased to say we did really well on this only dropping 10 seconds. From the finish of this it was straight into two tests on the Cheshire Showground. They started on concrete then some very rough and pot-hole gravel before the gravel smoothed out. David is much happier on the gravel and we did OK. The second test finished 100 yards or so from the start of Reg D which was another Jogularity around the gravel tracks and farm building of the Showground. On the public road ITCs must be a minimum of 2 miles apart, but on private land this does not apply.

The first ITC on Reg D was just 24 seconds in around the back of a clump of trees, we were 3 late. What this does though is mean that the rest of the Reg is a blast and David really enjoyed this and came into his own sliding the car with gay abandon at last. There were four ITCs and two Secret checks; all manned within 1.76 miles so no hanging about. We dropped 62 over the four ITCs with just one very minor overshoot at a slot right between some buildings losing us about 10 seconds.

Reg E was another mind twister. All the information is there but it needs to be unravelled to find the correct order. It consisted of green dots, using a grid square twice going over and under features, along a county boundary and more, with three ITCs and six speed changes. Their favourite trick for taking time away is to have the ITCs within a mile of the next speed change, so there is no time to get back on schedule before the change, which is to sort out the men from the boys or girls from the ladies so to speak. To cater for this the navigator needs to record the distance from the ITC to the speed change, work out the time difference this would mean then run the appropriate amount early or late to the next speed change or ITC. Here follows a short explanation of how to cope with it. So, after leaving an ITC if there is half a mile at 24mph before you must change to 30mph then this is what to do. From your speed tables half a mile at 24mph is 1m:15s secs and at 30 mph is 1m:00secs. The difference is 15 seconds so you need to run 15 seconds late using the 30mph speed table. Simple as long as you find all the slots at the same time and keep on the correct route. We did OK on this Regularity dropping 18 in total with 15 on the last ITC probably due to me not being able to do the adding up and subtracting in time before we reached the control! That took us to lunch and some more plotting.

Reg F was a pleasingly simple navigation hand out and route with four speed changes. We dropped 1 at the first ITC managed a zero at the second then we overshot a slot right at the precise point for a speed change and my brain went into over-load. David

saying he could work out how we needed to account for the cock up in distance and time, but I just could not provide the information required. Consequently, we picked up a 30 second late penalty at the final ITC. It can go pear shaped very quickly! Next we have a transit run to two more tests in a fairly large car park. These went OK with no mistakes so off to the next Regularity.

Reg G was one of those given out at documentation and caused quite a discussion amongst the crews. It included “pass through 23 green dots” – well there seemed to be quite a few options and it did not help that they had omitted one that just broke the line of the correct route. Anyway they did clarify it properly, being signed for in the start car park in the pouring rain. There were four ITCs and four speed changes and we dropped 4 seconds, very pleased, shame we can’t do this all the time? Another transit to a short test around a couple of cones and through a couple of feed store buildings. This would seem to be totally unsuitable for our car and it seemed like a waste of time. That said David did a great job doughnut-ting the cones all within a very tight space with no room for error and finishing in the top eight times. Even managing to beat Hugh by 2 seconds in his pocket rocket! The next Regularity turned out to be our downfall. The navigation for Reg H was provided during the morning and plotted at lunch. A mixture of grid lines, junction colours and a short herringbone with eight speed changes, and add a minute for crossing an A road with four ITCs. It started OK but we lost 59 seconds being baulked by a very unhelpful local at the penultimate ITC and then I had my only wrong slot of the event at the final junction before the ITC and lost another 2:04 giving us a 3:04 total – aaarrggghh! We were discussing the details of a speed change rather than concentrating on the navigation – Novice mistake really. I was not alone though because Rob Henchoz missed the same slot left, uncanny really.

The last Regularity, Reg I, was fairly straight forward being map features, relative spot heights and grid lines with six speed changes and three ITCs including one secret check but also two more between the final ITC and the end of the Regularity, which was a bit sneaky. The last one caught out Amy Henchoz which put paid to an otherwise excellent run finishing 18th rather than 11th. We had no mishaps on this one and dropped 0,2L, 2e across the three ITCs. In the final results we were 17th, Rob Henchoz 19th and Hugh and David 24th their wrong approach early on costing them 13th in the “if only and buts”. Martyn and Simon appeared to have a good run, but missed a Secret Check in Reg E, finally finishing 43rd from a seed of 62, while Richard and James picked up a WD at the last ITC of the Showground Regularity and missed ITC G2 finally finishing 46th seeded 64. Reg G seemed to cause quite a few problems for the Novices and it’s not surprising as this was the “23 no 24 green dots” navigation which was very tricky to plot. Although, organisers always tell competitors to ask if they are unsure, that is easier said than done. If you think you have the correct answer, why ask, but if you are struggling it is usually in your hotel room plotting the night before and not so easy to make contact with the organisers. This is nothing unusual but just part of the learning

curve, although I would encourage all Novices to find someone to check there route with. This is something the more experienced crews do all the time. Rob Henchoz and I did exactly that, had different routes, so Rob went off to the Organisers and was told “there will be a clarification at MTC1” in fact this was the bulletin in the start car park, so don’t be shy about checking your route with fellow competitors. Now we have six weeks to do some more maintenance to the car in preparation for our next outing on The Hughes Rally in Kent on the 12th April. Pictures by Tony North. David and Ian 05 March 2024



Now we have six weeks to do some more maintenance to the car in preparation for our next outing on The Hughes Rally in Kent on the 12th April.

Pictures by Tony North.

## The Sporting Car Club of Norfolk - 100 Years Quiz

The ten percent of SCCON members who attended the club's AGM have already seen this simple quiz that has only three questions. Now the rest of you can have a go.

Q1 In 2023 Autocar magazine listed 66 different marques of car and SUVs offered for sale in the UK. 100 years earlier in 1923 Autocar ran a very similar listing, but they declined to include any cars "made by our ex-enemy", the Germans. How many marques (car makers) did Autocar list in 1923? .....

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Q2 During the 2023 Formula One season, the fastest pit-stop was achieved by Red Bull during July's Hungary GP when one of Sergio Perez' pit-stops took just 1.98 seconds. The winner (guess who!) averaged 121.1 mph.

I couldn't find any pit-stop times from 100 years ago but I found some from 101 years earlier instead. The French Grand Prix held in July 1922 at Strasbourg lasted 6 hours 17 minutes and the winner averaged 79.2 mph.

A pit-stop by Colonel Clive Gallop in his Aston Martin took 3 minutes 42 seconds to "re-fuel, check oil and coolant levels, tighten a shock absorber and have a drink, a wash and a cigarette". Only the two-man crew was allowed to work on the car. The fastest recorded pit-stop was achieved by the race winner Felice Nazzaro when his 6-cylinder Fiat was re-fuelled and had new rear tyres fitted.

How long was Nazzaro's best pit-stop in 1922? ..... mins ..... secs

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After setting question 2, I searched the internet for photos of the 1922 French Grand Prix and found four photos showing cars during their pit-stops. This one is of Clive Gallop's car during one of his pit-stops! It might even be his 3 minutes 42 seconds stop.



Gallop's mechanic H.J. Bentley refuels the Aston while Gallop, checking the oil, is hidden behind him

I then discovered that this French Grand Prix was Aston Martin's first ever motor race! Factory-supported Astons had previously competed in trials and hill-climbs, but none had ever been raced. Two 1486cc 16-valve twin-cam Aston Martins had been built with the intention to race them in the Isle of Man Tourist Trophy Race, hence they were designated TT1 and TT2. But the cars weren't ready for the TT so they drove them to France instead.

Gallop's team leader driving TT1 was Count Louis Zborowski, who funded the design and build of the Astons. He was already famous for his exploits at Brooklands in his 'Chitty Bang Bang' racing cars. The first of these had a 23-litre Maybach engine from a Zeppelin airship. After winning two races at Brooklands, he sold 'Chitty 1' to the sons of Sir Arthur Conan Doyle. It's not for publication, but ask me where the Chitty Bang Bang name came from! The 1922 French Grand Prix was Gallop's first motor race as a driver, but he was an experienced racer because he'd previously been Zborowski's riding mechanic.

Eighteen cars started the 1922 French Grand Prix, all with 2-litre engines, except for the two Aston Martins and three French 1.5 litre Rolland Pilains. The race featured a rolling start with the cars being led initially by a motor cycle that pulled over at the start of the pit straight. Zborowski's engine failed after 19 laps (about one-third distance). Gallop and Bentley's car failed too after 30 laps, but they'd been running ahead of Zborowski and when his engine trouble occurred, Gallop had been holding a very impressive 6th place.



The first Aston Martin racing cars. Gallop and Bentley are in 'TT2' number 8. Zborowski is in 'TT1' number 15. The number plates were removed before the cars started the Grand Prix.

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Q3 If you buy petrol today at £1.45 per litre you are paying £6.60 per gallon. According to the AA, how much was a gallon of petrol in 1923? Incidentally, it came down to the same price again in 1932.

Answer:- ..... pounds ..... shillings ..... pence

For younger members there were: 20 shillings in a pound and 12 old pence in a shilling.

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The quiz answers are at the end of this issue of Spotlight.

Peter Riddle March 2024

## **Times Change - or do they?**

The following text is taken from an Autosport advertisement dated December 1974

### **Cohen and Moses - For Sale**

Sorry, that should read Coburn and Marshall. Owing to the increasing costs of mistresses, beer, petrol and anything else you care to mention, we have reluctantly decided to dispose of our wives' cars.

Mrs. Marshall's Firenza Sport, colour Sapphire blue starmist with black vinyl roof. 2300cc engine with big-valve head, Minilite wheels, Rally Specials, front spoiler, LSD, tow-bar plus numerous other smaller items too numerous to mention. Maintained regardless of cost by Vauxhall Motors.

Mrs. Coburn's Viva GT Mk2, colour Goodwood green starmist. Decidedly non-standard with 2300cc engine, GT2 cam and big-valve head, full-flow manifold, Dellortos, strengthened axle, LSD, heavy duty brakes, negative camber and Konis. Just completely rebuilt and re-sprayed.

Offers north of £1000 will be considered for either car. Interesting mistress taken in part exchange. For further details phone:

**Gerry Marshall (himself)**\_\_\_\_\_

### **Damian Long**

So, its quickly on to my second rally report for spotlight! Anyone that read my last report will know that we took part in our first ever rally at the Brands Hatch stages in January, which ended in a DNF after ss5 due to a leaking hydraulic clutch cylinder. With only three weeks between Brands and our next planned outing, the Snetterton stages myself and mechanic (brother!) Jody were swiftly deployed to the workshop on the Sunday following the BH stages to diagnose the problem and set about fixing it. We stripped out the gearbox and found the clutch cylinder was leaking, so Monday morning all parts were quickly ordered. Once we received all the replacement parts and everything was cleaned inspected, rebuilt we tested with a short road trip and all seemed fine! After that there were a number of small problems noted that we set about fixing, one of which was Olly my co-driver had nowhere to put his pens!! The car

was cleaned, spanner checked and deemed fit to go again with a few days spare before Snetterton.

We arrived at Snetterton on the Friday afternoon for scrutineering and noise test, these were successfully navigated without issue. All set for Saturday morning.

Saturday morning was damp but at least not icy like BH and actually for Snetterton not too cold! We had a team briefing and decided stage 1 should be driven with a bit of caution to get a good solid start in, well that lasted 3 corners until I decided to push on which ended in a spin on cold tyres! We quickly got going again and completed the first stage. We were laying 28<sup>th</sup> overall which was pleasing considering the time lost spinning! The car was checked and was ok except a leaking rocker cover which was decided not to tamper with but just clean after each stage and keep the oil topped up. Stage 2 went well except getting stuck in a traffic jam at the gateway across the infield offroad section after a car broke down there, this lost us time again, but couldn't be helped and we actually climbed to 23<sup>rd</sup> overall after ss2. SS3 we decided to go onto dry tyres which was possibly one stage too early as it was still greasy and we had to be a little bit cautious. After ss3 we had dropped a position to 24<sup>th</sup> but this was still pleasing given the problems of the first 3 stages. SS4 was unfortunately where it went wrong! The first lap we were a bit cautious again to gauge the grip levels which actually had improved a lot over ss3 and we started to really push on, which is probably half of the problem! We were almost at the stage finish and really enjoying the offroad section behind the start finish straight when we lost drive a short way from the finish. The car would not go anywhere, only rev with no drive. We spent the rest of the stage spectating until we could be recovered at the end back to servicing.

Once back we set about diagnosing the problem which actually was inconclusive, but pointed towards the diff as the gearbox and propshaft were turning, just not the wheels! So, it was once again time for an early bath unfortunately! Car was loaded up and headed back to the workshop again.

Once again, I set to find the problem the next day, which turned out to be 2 yes 2! Broken half shafts, further inspection also revealed damage to the rear floor and axle mounts which is probably the root cause of the half shafts failing, due to axle movement and vibrations especially across the rough going.

I replaced the half shafts but the car needed to be sent to Baz at Rally world for the repairs to the floor and a thorough inspection, which threw up some more issues!

As I write this report the car is still with Baz being repaired and im hoping it will be fixed in time for the Dukeries Donnington rally on 17<sup>th</sup> March but its touch and go, so let's see and keep our fingers crossed.

Once again, I need to thank Olly Marshall my co-driver, we are gelling together and continuing to laugh and enjoy ourselves, although Olly did mention when standing

beside the track that 'this never happened with Dad (Barrie Marshall) in the Micra'! so I'm hoping soon I can get us to the finish!

Thanks to the service crew of Jody (Brother) and Barrie Marshall (Olly's dad) and to the support crew for Snetterton, my Mum and Jody's girlfriend Yen. It was great for Mum to attend and relive the days of being at a rally in the winter with Dad, we had a lot of friends join us for the day, some of whom helped dad in his rally days and mum had not seen for many years so apart from the disappointment of the car it was a really great day seeing everyone together and laughing smiling and reminiscing about the old days, where it was concluded that some of the problems we are having are that i have inherited a heavy right foot from Dad and cars don't like it! But Days like that make all the work and expense worthwhile and I hope we have many more to come.

Thanks also to the organisers and marshals for a great rally.











## Jonathan Stimpson and Ian Graham doing a little night driving on the Rally of Derbyshire.



On 17<sup>th</sup> February Ian Graham and I headed to Derbyshire for Matlock Motor Club's Amigos Rally of Derbyshire. Sponsored by the Perez family, the start/finish was at The Great British Car Journey.

I left Norfolk on dry roads under some sunshine with high hopes for a dry night. By Sleaford, it was clear my request hadn't got through and it was bucketing down. This theme continued until I got back into Norfolk again on Sunday.

Ian and I have previously entered quite a lot of night events together, but nothing much to mention in the last 18-24 months or so. Derbyshire rallies are always usually very good, and in this instance, Guy Robinson and his team demonstrated some slick organisation despite the horrid weather.

A short run out to the first section, starting on a near 30-degree incline we slipped and slid our way up the valley through some lovely tight hairpins. The marshal clocks were screwed from the off-dropping everyone 5 minutes before the wheels even got rolling. We caught the car ahead 2/3 way through the first section and had a good clean run.

The second section started well until we got to the first proper white of the night, standard Derbyshire spec, fast with large rocks to puncture and poke things underneath. No issues with the rough, but there were some large Preston-sized craters full of water and this is when I discovered the blower is very vulnerable to water ingress. The screen immediately fogged up and I couldn't see a damn thing, unfortunately, I had to stop and clear the screen before we could move dropping some

time on this section. First proper event in the wet in this car and one very annoying issue to resolve, unfortunately, this was set to be pain for a while!

Section 3 and we established that leaving the blower off and the windows part open kept the air moving and the screen clear. Caught 2 cars in this section, one at a hairpin and another in a not as map (NAM) car park. We had a sheet of ~20 NAM features to find and get right throughout the night from farmyards to fields along with another ~20 long way round triangles. Plenty of opportunity for some big skids!

By section 4 fog was becoming a serious issue, it was incredibly patchy and I hit a huge puddle I couldn't see. My part open window now meant my right hand side was completely soaked and we had a pond in the footwell. Came across a rather unhappy gentleman on this section who clearly hadn't read his PR letter, managed to squeeze past him and his truck which he'd parked in the slot right we needed to take. Forced to carry on straight looking at alternate routes to get around but there weren't any. Decided to dip the lights, engage 6<sup>th</sup> gear and go slow to try to look 'normal' in the hope we could squeeze into the now slot left. As if by some kind of miracle, he had gone, so I got my toe down but we still dropped a good 2 minutes.

Adapting a phrase from young Mr Rovanner, 'visibility has left the chat'. From here on it was mostly fog, fog, and more fog with big puddles until petrol. Had a quick check of the car, slightly noisy exhaust but probably still a fair bit quieter than the half-a-dozen plus Mk2's running ahead.

The second half was very fast when we could see, and frustratingly sketchy when we couldn't. Had a great few sections swapping places with the 1.9 205 of Fenton/Harper. Caught and passed a few more and then lost one as tiredness started to set in and we got the wrong slot. The fog seemed to miraculously disappear for the neutral sections, then pop up the moment the poor soaked marshals shouted "GO!"

Found another bunch of reasonably unpleasant locals blocking the route in a van, they were having a shouting match with the marshals on a PC and another crew caught up in it all. We decided to spin the car around and avoid that tea party, fortunately, the section was scrubbed as it affected about 10 other crews.

Found the last tight hairpin of the night where Andy Manston stood snapping pics in the dismal weather. A very tight left up a steep incline, fortunately, the BMW has an excellent handbrake, judging by the bank on the outside, others weren't so lucky! Short run into the finish and breakfast, pleased to get out of the rain and fog.

It was great to get back out on a proper night event, the navigation was all pre-plot which we were thankful for given the conditions. A half-decent result at 15<sup>th</sup> OA which we were pleased with as non-locals. Ian had a faultless night as usual and the car was superb.

Photo courtesy of Andy Manston

## The Sporting Car Club of Norfolk - 100 Years Quiz Answers

Q1 In 2023 Autocar magazine listed 66 different marques of car and SUV offered for sale in the UK.

How many marques (makers) did Autocar list in 1923? **Answer: 200**

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Q2 The fastest pit-stop during the 2023 Formula One season, was Sergio Perez' pit-stop that took 1.98 seconds. The fastest recorded pit-stop in the 1922 French Grand Prix was by Felice Nazzaro.

How long was Nazzaro's best pit-stop in 1922? **1 minute 52 seconds**

There is a video of the 1922 French GP here -

<https://www.youtube.com/watch?v=ErdQ1fl-q1E>

Sorry about the fake tyre squeal, but look for Gallop's Aston Martin no. 8

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Q3 If you buy petrol today at £1.45 per litre you are paying £6.60 per gallon.

According to the AA, how much was a gallon of petrol in 1923?

**Answer: 1 shilling and 7½pence equivalent to 8.125 p**