



**We never had to cross a Ford like this with our home built.
Championship-winning Skoda 130L**

**Here is the first newsletter of 2024 for
The Sporting Car Club of Norfolk**

We aim to continue to keep you updated with the Club News and Views.

We could do with some help with this!

If you have any News or Views please let us know them.

Email me at cjnewson32@yahoo.co.uk

Phone / Text 07717 109472

****Important Notice Regarding Anglesey Circuit****

Anglesey Circuit will no longer accept Electric Cars on track days be they Hybrid Cars or Pure Electric Cars.

We have also put this in the Important Information section before you pay for your day but If you turn up in anything other than a I.C.E. Car you will not be allowed on the track I am afraid.

This is a Circuit decision

Do you think this will be happening at the other circuits too?

My Garage in the mornings, just moved enough away from the door so it does not fall out every time I open it up.

The Sheddies



Key Guru. Speed Championship 2024

We are excited to announce the launch of the 2024 season with the draft release of regulations. Please be aware these are drafts and are only confirmed once MSUK has accepted them, which is likely to be early 2024.

Two visits to **Mallory Park** to support a relaunch of the venue for sprinting, one in March and another in June.

A weekend visit to **Blyton Park** in August to cover both layouts in a single weekend.

Inclusion of both **Electric** vehicle and **Hybrid Electric** vehicle classes as part of the main championship.

We have lost a Lydden, Brooklands and Abingdon Long Course events as these are not going to be run in 2024.

24 events of which the best 8 will count



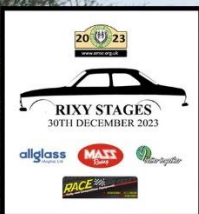
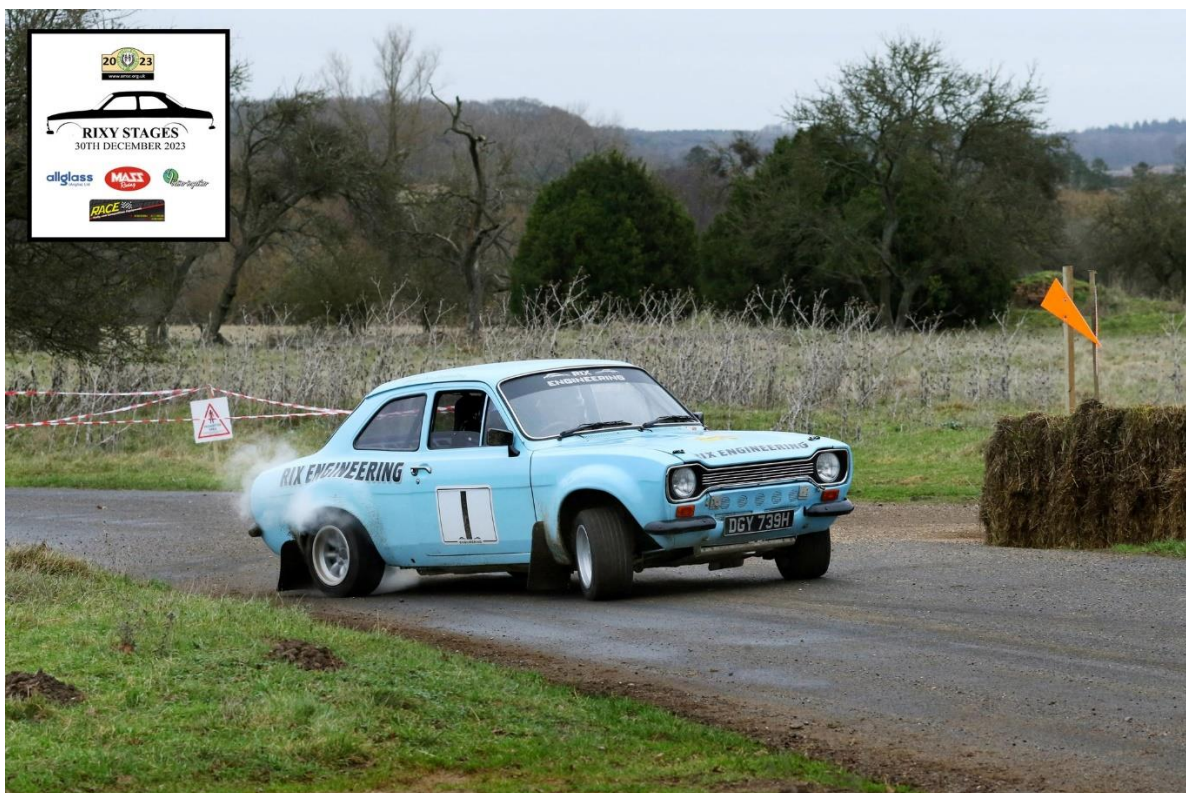
2024 *key.guru* AEMC/ASEMC Speed Championship

Event	Date	Venue	Club
1	23rd March	Cadwell Park	BARC (Midlands)
2	24th March	Mallory Park	Sheffield & Hallamshire
3	14th April	Hethel Lotus Festival	Lotus MC / Herts County AAC
4	20th April	Goodwood (Regis Sprint)	Bognor Regis MC
5	20th/21st April	Sandown	IoWCC
6	4th May	Goodwood (Bailey Sprint)	Brighton & Hove MC
7	12th May	Debden	Herts County AAC
8	26th May	Rushmoor Dimanche	Farnborough DMC
9	8th June	Abingdon CAR-nival	Sutton & Cheam MC
10	16th June	North Weald	7Oaks
11	23rd June	Mallory Park	Sheffield & Hallamshire
12	13th July	Lydden Hill	B19 / 7Oaks/TWMC//MMKMC
13	21st July	North Weald	Green Belt MC
14	3rd August	Goodwood Eagle	Brighton & Hove MC
15	10th August	Blyton Park	Sheffield & Hallamshire
16	11th August	Blyton Park	Sheffield & Hallamshire
17	24th August	Snetterton	BARC (Midlands)
18	25th August	Snetterton	BARC (Midlands)
19	TBC	Brighton Speed Trials	Brighton & Hove MC
20	8th September	Lotus Hethel Sprint	Lotus MC / Borough 19
21	15th September	North Weald	Green Belt MC
22	28th September	Goodwood	7Oaks / TWMC
23	29th September	Debden	Herts County AAC
24	6th October	Eelmoor Sprint Royale	Farnborough DMC

This Skoda is very similar to the one we had in 1986
Ours was registered C186BEX would anyone have any Photos of our car in action
We were using our car from 1986 to 1992 (I think)



The early morning scene before the start of the Rixy Stages on the Stanta Army Ranges 30/12/2023.





Well, that's it, the last rally of the year is done & dusted. Rob Swann & [Steve McNulty](#) won the Rixy Stages in this rather smart Fiesta WRC. A rally was held in memory of Ian Rix, a much-liked and well-known rally driver who sadly passed away last year.

I can not remember getting up so early for an event this close to home. Up at 03.45 to drive to the Army Battle Area at Stanta near Thetford. Parking up in the nearly deserted service area it was not long before it was rammed with cars and people, after spending around an hour talking to drivers and marshals, we soon found ourselves on the way to our marshal posting.

Steve Tilburn

Nice to see so many entrants and marshals out on Saturdays Rixy Stages, a wonderful celebration of Ian's life and testament to his popularity.

Jack was sharp on the notes, the car was perfect all day and our service crew of Wilson/Bowman/Adams, untaxed by us, gave fair "Banter" return to Hodgson/Jones team all day!

Rewarded with 5th O/A and 2nd 2WD after Hodgson/Jones finally woke up for the final two stages and "Nabbed" 4th O/A and 1st 2WD, Bumblebees!

Great KLDMC performance from the Smalley's, Mathew partnering the Inimitable John Indri to F---ing 2nd and David shouting at Rob Kitch all day after intercom failure but bringing the Pug 205 in at 11th O/A proper giant killing stuff!

Double David trouble for Ottoway and Large when their "Big" Pinto made mincemeat of the differential now with less teeth than my mother in law!

Lovely to see all the Rix family lined up with Ian's blue Mk1 at the presentation, It is a fitting tribute to his incredible life.

Events January/ February /March/April

20/01/2024	CMC	Stage Rally	MGJ Brands Hatch Sta
26/01/2024	SCCoN	12 Car	P&H 12 Car
2/2/2024	Boundless	12 Car	Feb 12 Car
10/02/2024	AMSC	Stage Rally	Snetterton Stages
23/02/2024	SCCoN	12 Car	Waveney Lanes 12 Car
25/02/2024	WSMC	Trial	Holbecks Car Trial
01/03/2024	Boundless	12 Car	Mar 12 Car
03/03/2024	Falcon	Classic Tri	March Hare Classic Tr

Scenes From the New Years Day Car Trial at Seckford Hall

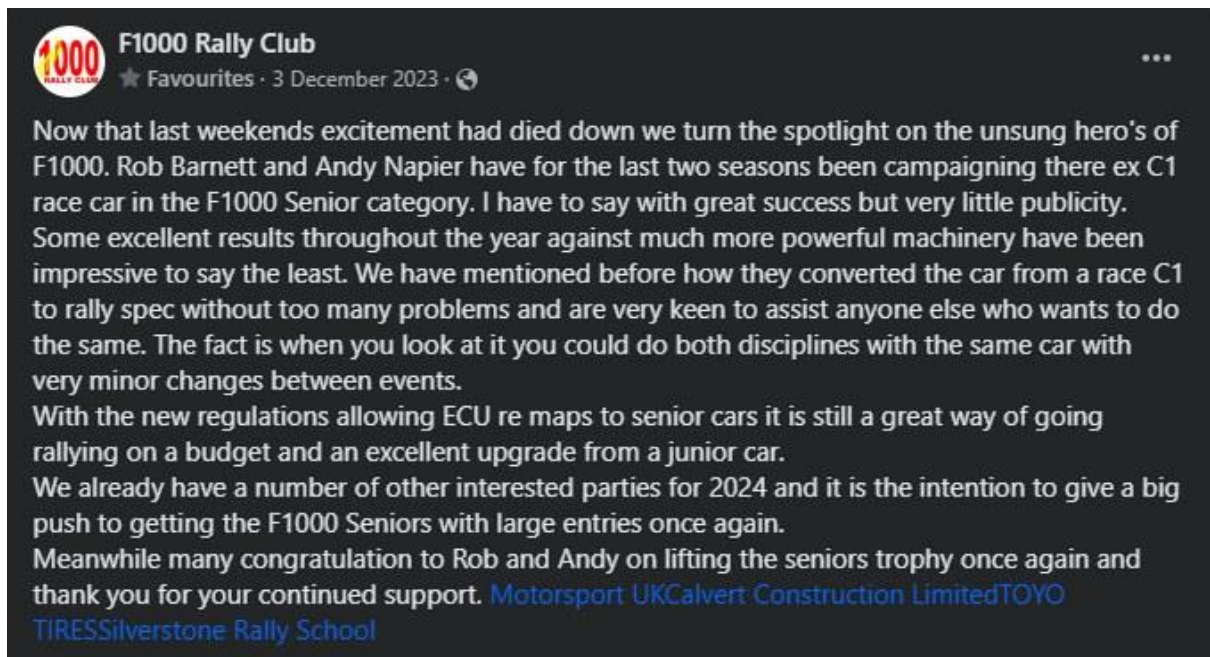




NEWS

If any fellow SCCON members are interested in making the jump to entry level Stage Rally and having a close up look at our car, I'll be competing in the 2024 Snetterton Stage Rally (Sat 10th Feb) in my C1 which has won the UK Senior F1000 Championship the last two years running - and we'd be more than happy to have chat with anyone in gaps between stages 😊

Despite what you might read in MSUK press releases, UK F1000 is categorically the most cost-effective and fun entry point to proper Stage Rallying around the UK - and certainly cheaper than you'd imagine it to be.




F1000 Rally Club
★ Favourites · 3 December 2023 · 🌐

Now that last weekends excitement had died down we turn the spotlight on the unsung hero's of F1000. Rob Barnett and Andy Napier have for the last two seasons been campaigning there ex C1 race car in the F1000 Senior category. I have to say with great success but very little publicity. Some excellent results throughout the year against much more powerful machinery have been impressive to say the least. We have mentioned before how they converted the car from a race C1 to rally spec without too many problems and are very keen to assist anyone else who wants to do the same. The fact is when you look at it you could do both disciplines with the same car with very minor changes between events.

With the new regulations allowing ECU re maps to senior cars it is still a great way of going rallying on a budget and an excellent upgrade from a junior car.

We already have a number of other interested parties for 2024 and it is the intention to give a big push to getting the F1000 Seniors with large entries once again.

Meanwhile many congratulation to Rob and Andy on lifting the seniors trophy once again and thank you for your continued support. [Motorsport UK](#)[Calvert Construction Limited](#)[TOYO](#)
[TIRESilverstone Rally School](#)



The 45th 'One and Only' Preston Rally

The weekend before Christmas saw Sonia and myself out on recovery duties as Tiger 1 Recovery along with our new Tiger 3 Recovery unit with Adrian Hall and Andy Fletcher as crew in support. We also had the job of keeping an eye on George Williams from Hammonds Recovery who was with us for the night in case we needed extra support.

We all met up at High Lodge where we handed our trailer to David Lyes for him to use on the trailer taxi crews for competitors.

George in his truck was deployed to Stanta as he was with the location and terrain and also it was somewhere that able to drive through more easily as you can see from the



David familiar he was pictures.



We then followed the closing car to the start of section 1.

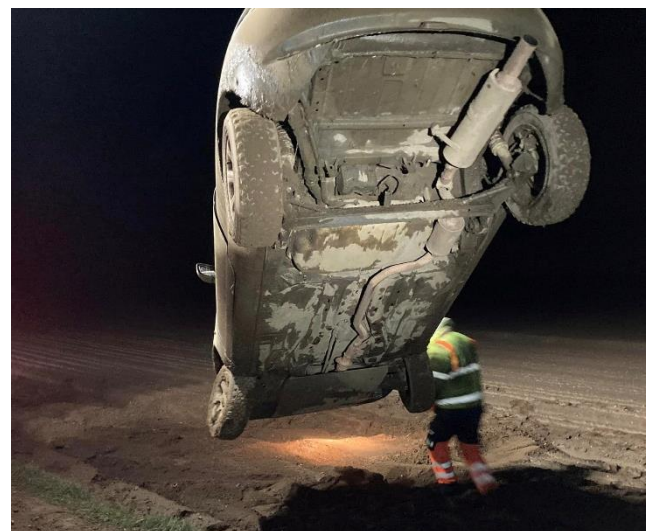
Our first recovery was on section 2, Harrier Airstrip 1, which was a nice Vauxhall Adam, unfortunately for the competitor, he'd hit a pothole which caused suspension failure. We lifted him with the crane and towed him to the public road where one of the trailer crews collected him and returned him to High Lodge where he spent hours awaiting his recovery

back home.

Tiger 3 headed off to the next sections while we went on to section 4, West Tofts 1, where an MG ZR had sheared all 4 wheel studs flush with the hub on the off side as they went round a left hand bend. This meant they were in the undergrowth on 3 wheels. We got them back on to the track then suspended them out of Stanta to get back to High Lodge for their trailer.

We then headed to the second petrol stop for a coffee break and to find out what our next job was. We were advised that one of the Volvos had retired in a dangerous area on Wretham Airfield and it needed to be taken out to the public road for onward recovery before the section was run the second time. This turned out to not be the case so we waited there with George for the second running in case we were needed.

Unfortunately, we were needed as one of the competitors hit a pot hole and broke their suspension causing them to turn left into the



field. We could have winched them out onto the track and then put them onto the crane to take to the public road, but as we had George and the lorry, we gave him the opportunity to lift the car from the field and put it onto the track ready for us.

While we had 3 recoveries, Tiger 3 had one suspended tow which was their first active recovery so they've broken their duck, all we need now is for Tiger 2 to break their recovery duck!

The 2023 Roger Albert Clark Rally



Towards the end of last year, Sonia and myself were part of the safety team for the 20th running of the Roger Albert Clark Rally. We provided recovery services for all 5 days of the event which went as follows!

Thursday 23rd November, recovery for the classic in Wales. The first stage of stood a chance of seeing all competitors at least once, entries that's a lot to look long we had a call that Car fire and the rescue unit and headed into stage. They'd competitors extinguishers fire sticks and the fire was Unfortunately for the



start line
Crychan stage
the rally so we
the
with over 150
after. Before
73 had caught
ourselves
used 6
along with 3
still going.
competitors,

this was the end of their event after just over 1 mile of the first of 5 days. We had another two recoveries on the first day which were two Hillman Avengers, one belonging to Tony Jardine.

The following day we were back in Crychan for a shortened version of the stage which fortunately gave us nothing to do.

After the Friday stage in Crychan we headed Lamb before then going to our overnight at Services on the M6.

Saturday saw us in Dalbeattie in Scotland one customer to recover, a nice Lotus which had damaged steering. Once we'd them to the end of the stage we then drove Glencaird Hill in the Galloway Hills area as where we ended up winching a Mk1 Escort ditch.



over to Sweet Carlisle

where we had Sunbeam recovered over to standby unit out of the

Sunday we were midpoint recovery unit in Kershope, we were busy, we had one straight tow of a Saab 900, a winch out from off the track for a Mk1 Cortina that had slid off. Final recovery was an Italian entry in a Renault Clio that slipped into one of Kielders famous ditches. They did try to recover it with their VW Polo hire car, but they did struggle.

Our final day on the event was in Shepherdshield. Hoping to have an easy day for the last of the rally it didn't quite work out. We had 5 recoveries to do for the last stage, 3 in the same location, one of which was an Escort missing a upright. We also had a straight tow of Saab from the day before. Our final of Oliver Solberg, he'd been flying through the rally until he broke on the Sunday night, the crew had night and rebuilt the gearbox ready challenge on the Monday. He had a from the last corner and ended up in another of Kielder's ditches.



front the same recovery was absolutely a driveshaft fixed it over for him to mishap 50m

Sonia and Jon Fry (Tiger Recovery)

An update on one of the intrepid MSUK Academy Drivers who Autosoloed a SCCoN Micra!

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Scott Sumpton to race in the BTCC with Restart Racing

Scott Sumpton will make his KwikFit British Touring Car Championship debut in 2024 with Restart Racing, where he'll race at the pinnacle of UK motorsport behind the wheel of one of the team's new CUPRA LeThe 19-year-old from Essex graduates after two successful seasons in touring car competition, racing in 2022-2023 in the TCR UK championship where he became a regular front-runner and points-finisher, as well as a fast qualifier. This was followed by a short spell in the 20+ car strong TCR Spain series where he scored a pair of podiums in a brand-new car and at his first time at both the Jerez and Barcelona-Catalunya circuits.

Scott Sumpton said:

"I'm looking forward to this season more than anything. To race in the BTCC is almost every UK driver's dream, and it's a fantastic opportunity for me to develop as a driver and get to benchmark myself against some of the best drivers in motorsport.

"Of course I'm under no illusions, the BTCC is an incredibly competitive championship. My goal for this year is to carry on learning, hopefully to fight for points in the races, and also contend for the Jack Sears Trophy and take some wins in that class.

"I'm also very happy to have the support of Trade Nation as my first partner coming onboard this year, and we're looking to build a strong relationship. Let's have a good year!"

Changes in car design - how much is progress?

1/ Check where your car's air intake is

After the recent spate of floods, we've seen many stranded vehicles on TV news reports. Those unwise enough to attempt to drive through very deep water are taking the risk of ruining their engines.

The most critical factor is where a car's engine air intake is located - check yours. Older cars with air intakes high up in the engine compartment, like a Mark 1 or Mark 2 Escort RS2000 can safely drive through quite deep water. But nowadays many cars and vans have their air intakes very much lower where they can easily suck in flood water. If sufficient water reaches the engine it can 'hydraulic'; this happens when the compression stroke tries to squash the pretty-much-incompressible water. The reasons for the change to lower positioning of air intakes are two-fold: firstly the difficulty in arranging all the required components within the engine compartment of a modern car and secondly motor vehicle legislation stipulating lower exterior noise levels. A longer air-intake-tract smooths out the pulses in the flow of intake air and reduces intake noise. Keeping the air inlet away from the underside of the bonnet and away from the grille also helps keep exterior noise down. In the 1980s, the prototype Ford Escort XR3i failed its exterior noise test. A revised, longer, intake system enabled the car to pass the noise requirement and made the car legal to sell, but the air intake position was then much lower which greatly reduced the car's safe fording depth when compared to the pre-fuel-injection XR3.

2/ How much ground clearance do you need?

Car manufacturers are under pressure to reduce the fuel consumption and emissions of their mainstream car models. One way to achieve that is to reduce the drag coefficient of their cars and, in turn, one way to do that is to reduce the amount of air that passes under the car. Hence many cars now have significantly less ground clearance below their front bumpers / front valences than their predecessors. This makes the front of the car more susceptible to contact with the road surface (especially on Norfolk's humpy-bumpy back roads) and more likely to hit kerbs when parking nose-first in car parks. While I was working at Lotus, one of the changes I implemented was to make sure that the lower edge of a Lotus' front bumper was either flexible rubber that would not be damaged by contact with the road, or a separate addition fixed to the underside of the bumper, usually coloured black, that could be repaired or replaced for much less than the cost of a new bumper should it get scraped. Where I live there are many speed humps and I wince every time I hear the graunch of yet another car's front valence scraping on one of them. And of course, every few millimetres lower that a car's ride height is set reduces its fording capability too, so why would anyone buy a sports model with lowered ride height? And why would anyone lower their road car?

3/ Don't buy a car with ultra-low-profile tyres

There have been many TV reports about the poor state of British roads and the number of unrepaired potholes. As a result, many cars have incurred damage to their wheels and tyres. There has been a trend towards bigger diameter wheels with very low profile tyres which look great in the showroom but exacerbate the risk of damage from potholes.

I damaged one of my Alfa Romeo GT's wheels (with 45 profile tyres) by driving through a water-filled pothole at only 30 mph.

It won't happen of course, but if tyres of less than (say) 70 profile were banned, there would be a massive reduction in the amount of wheel and tyre damage caused by potholes.

A few years ago I had a drive in a BMW E46 3-series demonstrator. It had non-standard alloy wheels with low-profile tyres. I was very familiar with that model of 3-series on its standard

wheels and I was horrified at how much the secondary ride quality and road noise had been degraded by the fitment of those extra cost non-standard wheels and tyres.

4/ Do you really need alloy wheels on your everyday car?

The weight reduction offered by alloy wheels can be relatively small. On my Vauxhall Nova a standard 4.5J x 13" steel wheel weighs 5.5kg; significantly lighter than a standard Vauxhall 5J x 14" alloy wheel that weighs 6.5kg. An alloy wheel that has suffered pothole damage is often irreparable whereas a dent in the rim of a steel wheel can usually be re-worked back to its correct shape. And kerbing damage to wheels is an even more common occurrence than pothole damage: try finding a used car with all its alloy wheels in perfect condition. A new alloy will typically cost £500 or more, while the cost to repair a kerbed one is anything from £100 upwards. By comparison, the cost of a replacement plastic wheel trim for a steel wheel will only be tens of pounds.

5/ Do you really need wide tyres on your everyday car?

Wider tyres have a lower ground pressure per unit area of the tyre contact patch, so they have a greater tendency to aquaplaning on wet roads. We don't get as much snow as we used to, but the last time there was significant snow in Norfolk I found a huge difference in the traction and steering accuracy on snow between my Alfa Romeo GT and Tara's Vauxhall Corsa. The Alfa had 205/45 tyres while the Corsa has 175/65s. The tyre contact patches are not as wide as these dimensions being about 7 inches and 5 inches wide respectively. Look at how well Saab 96s used to go on snowy RAC Rallies on their very narrow 15" tyres.

6/ Who do you want to drive your car?

The government has just announced that fully self-driving cars may be permitted on UK roads by 2026. It was some time ago that the car industry started to add electronic features that prevent certain driver actions. Some of these have been done for sensible reasons such as requiring the clutch to be depressed or the footbrake to be applied before the engine can be started. Before this requirement, there were several cases in America of drivers starting their cars in gear (or in 'drive' on automatics) and squashing their children against their own garage doors. But modern cars do limit what a skilled driver can do. Most now cut any throttle opening when the brake pedal is pressed; if someone was tail-gating and driving too close behind you, you used to be able to touch the brake pedal with your left foot to flash your brake lights as a warning to the fool behind you, while maintaining constant speed. No longer possible. After driving through a ford, you used to be able to drive with your left foot lightly on the brake pedal to dry out the brakes. No longer possible. On a manual gearbox car, if the engine stopped with the vehicle in a dangerous place, you could engage first gear and use the ignition key to 'drive' the car to a safer place on the starter motor. The example often given was that this was the best thing to do if you stopped on a level crossing. With the need to depress the clutch while cranking the engine, this is no longer possible. And you can't do heel-and-toe gear-changes like a competition driver does during down-changes to bring the speed of the engine to the correct speed for the new gear. A skilled driver can use heel-and-toeing to achieve faster and smoother downward gear-changes. But, like double-declutching, heel and toeing is largely a thing of the past; better gear-changes than any driver can perform are now achieved by modern dual-clutch DSG (Direct Shift Gearbox) transmissions.

Several modern cars now have a combined cruise control and lane assist function in which the steering vibrates and the car gently steers the car to keep you in your lane. My son has driven a hire car with this system and he said it spoils the feel of a car's steering because, if you try to make a gentle lane change, the steering wheel vibrates and it tries to steer you back into the lane you started in. You then have to over-ride the system to make your lane change. It makes it

harder to drive really smoothly and it may encourage centre-lane-hogging on motorways. It also detects your hands on the steering wheel and won't function if you let go of the wheel. But if you steer very gently, it can wrongly deduce that you have no hands on the wheel and it then gives an audible warning with lights on the dashboard.

7/ Do you want an electric hand-brake?

If you suffer a flat battery on a car with an electric hand-brake, you can't push it to somewhere where it is less in the way, nor can you push it to a place where a set of battery jump leads will reach from another car. It's not straightforward to tow it or to load it onto a trailer either. You can sometimes connect another battery and set the brake to its 'emergency-released' state, otherwise, you have to jack the axle that is locked by the hand-brake and put that axle onto a wheeled towing dolly. Another option for the recovery services is a reverse suspended tow with the rear axle lifted and the steering locked. Wasn't a simple rigid tow-bar so much easier?

8/ Do you want good visibility?

Good visibility from inside a car is one of the best aspects of primary safety that helps to avoid accidents. The example that always comes to my mind is the 1960's Lancia Fulvia Coupe. A SCCON member has let me drive his HF 1600 and it has such slender pillars that its all-round visibility is superb. But vehicle safety legislation is largely focussed on secondary safety and occupant protection in crashes. One result of this is wider, stronger pillars that unfortunately impede visibility. When windscreens are sloped to reduce drag (and hence improve fuel consumption and emissions), the screen pillars become even more obstructive. Seven and eight-seat people movers with the driver's seat set well back from the windscreen are particularly bad in this respect. And rear visibility? Where did that go?

Conclusion

We can be grateful for the huge improvements in fuel economy, reduced servicing requirements, better reliability and improved corrosion resistance that the past few decades of car development have given us. But some changes come with a mixture of benefits and disadvantages. Cars in general are much harder to work on than they used to be. It's also crazy that so many essentially sound cars are now being written off due to relatively minor faults either because the parts are no longer available or because their cost makes the car uneconomic to repair. This goes against the principles of sustainability that are being strongly promoted nowadays. It isn't what the motor industry or politicians want to hear but..... it takes a massive amount of energy to make a new car, so it's probably better for the planet to keep your old car going for as long as you can, rather than buying a new one.

Peter Riddle

January 2024

The Sporting Car Club of Norfolk Limited

Notice of Annual General Meeting and Agenda

The White Horse, Trowse, Norwich, NR14 8ST

Thursday 15th February 2024. Commencing at 8:00 pm

Wheels Festival June 30th 2024

Last Year we had the club trailer and our team of loyal supporters with the Club Trailer and a number of club members on display at the wheels Festival in Gt Yarmouth. There were thousands of people visiting the event, with hundreds of cars on display and gallons of polish used with piles of polishing rags used to make the cars look their best in the sunshine.

Our Stand should be located outside the Marina Centre (prime position)

This event is quite a long way off (in Time) , but if you could contact Paul Doodson to register your interest in attending so we can make sure we have enough Cars and People to build an impressive display

Contact Paul Doodson 01953 450281 or 07557731816 email doodsonp599@gmail.com



