

# January / February 2025

# SPOTLIGHT

Newsletter of the Sporting Car Club of Norfolk



## Contents

Introduction	Martin Newson
SCCON Notice of Annual General Meeting	
The new 'Blue Book' - Motorsport UK's National Competition Rules 2025	
A British World Rally Champion? - well almost	
A message from Ari Vatanen and Ari's exploits on the 1985 Monte	
HRCR Clubmans Championship Review	Ian Doble and David Mann
Billy Grew - now 21 years old	
The Preston Rally	Peter Riddle
The Preston Rally briefly	Mike Lacey and James Leggett
ECMC's Norman Perren Memorial Trial	Laura Cooledge
The Rixy Stages Rally 2024	Kevin MacIver and Jon Bray
The Rixy and Brands Hatch Stages	Damian Long
The Brands Hatch Winter Stages 2025	Circuit Rally Championship
One to embarrass our Chairman!	
How fast do you want go? World Land Speed Record Cars	Peter Riddle
Touchwood Models	
Calendar of Scenic Tours	
The SCCON Christmas 2024 Quiz	

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## Introduction

With the help of several other club members, I've been editing 'Spotlight' on and off over the last 20 years. I would be happy for some help (or someone to take it over) sooner, later or in the future. It seems to be a good time to pass the reins (or should that be steering wheel?) to someone else. Because we no longer send copies to members in the post, the role is much less time consuming than it used to be.

If you fancy having a go at editing 'Spotlight' why not edit one issue on a trial basis? All volunteers please contact me at [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk) or 07717 - 109472.

Martin Newson

# The Sporting Car Club of Norfolk Limited

## Notice of Annual General Meeting

The White Horse, Trowse, Norwich, NR14 8ST

Thursday 20th February 2025. Commencing at 8:00 pm

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### The Blue Book - Motorsport UK's National Competition Rules 2025

These rules, previously published as the 'Blue Book', are now available solely on-line at:

[https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2024/11/Motorsport-UK\\_NCR-2025\\_Book\\_v6\\_CH11\\_PH.pdf](https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2024/11/Motorsport-UK_NCR-2025_Book_v6_CH11_PH.pdf)

They're not perfect - I've found some of the page number references on the contents pages are incorrect. And event regulations will now have to refer to items in them by:

Chapter no. and Article no. or by Chapter no., Appendix no. and Article no.

Good luck finding what you need to know!

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**Elfyn Evans**

British rally driver Elfyn Evans (he'd say that he's Welsh!) is the son of 1996 British Rally Champion and former WRC driver Gwyndaf Evans. Elfyn and his co-driver Scott Martin finished 2nd overall in the 2024 World Rally Championship driving their full works Toyota GR Yaris Rally 1. How many of you knew that?

Elfyn had already achieved three second place finishes and then he concluded his 2024 campaign with 2nd place on the Rally of Chile, 2nd on the Central European Rally based in Bavaria and finally a win on the Rally of Japan. He only retired on one event.

But where was the publicity in the UK? Unlike the days of Paddy Hopkirk, Roger Clark and Colin McRae, international rallying is now hiding itself from all but the most ardent of UK enthusiasts.

All the best for 2025!  
Life is a big mystery.  
We control so little of it.  
Every new day is a gift.  
Let's make the most of it!  
Hope is all we need.  
Do not slow down.

from Ari Vatanen  
1981 World Rally Champion Driver  
10 World Rally Championship victories  
4 times winner of the Paris-Dakar Rally



"Ari is one of the nicest people in Motor Sport" - Steve Rider

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From WRC News dated Thursday 9th January 2025

## **Remembered: Vatanen's 1985 Rallye Monte-Carlo miracle**

Four decades ago this month, the Finn Ari Vatanen achieved what was widely regarded as an impossible result on the 1985 Rallye Monte-Carlo.

Driving his Peugeot 205 T16 he won the event - twice! Comfortably ahead as the rally reached its halfway point and an overnight halt in the French Alps, the 1981 world champion was looking forward to nursing his three-minute lead across the remaining 14 stages which stood between him and a champagne finish in the principality.

It was in Gap – the same town which hosts the service park for this year's Monte – where everything changed. Vatanen's co-driver Terry Harryman made an entirely uncharacteristic mistake and booked their Peugeot into the control four minutes early. The ensuing eight-minute penalty tipped the rally on its head. Harryman was distraught and felt like giving up co-driving and going home. He couldn't sleep that night. Vatanen was completely calm and just said "let us relax and see what we can do".

Early leader Walter Röhrl was back to the top of the classification with a five-minute lead heading towards the Sisteron stage which began the route south. Despite his significant advantage, Audi's German star could see Vatanen steadily reeling him in across the next 450 competitive kilometres.

And in a drive that remains one of the most astonishing in the entire history of the FIA World Rally Championship, that's precisely what the Finn did.

As Röhrl struggled to get his Quattro dialled in to the changeable conditions, Vatanen's confidence grew and he and Harryman flew. The Col St Raphael stage sealed the deal when Röhrl's incorrect choice of an intermediate slick tyre was his undoing. Running on studs, Vatanen's Peugeot 205 T16 caught and passed the struggling Audi.

From his stage times, Vatanen had won by 13 minutes, even if the final classification registered a lead of only five. He'd won the event, then lost it and then won it again in a series of events which made the 1985 Rallye Monte Carlo a landmark event - for Vatanen, Harryman and Peugeot, and for the sport of rallying!

## HRCR Clubmans Championship Review

### David Mann & Ian Doble MGCGT.

The first event was the Tour of Cheshire run by Knutsford Motor Club which always attracts a huge entry of 80 cars, most of whom we never see again on the remaining events. Quite why this is I'm not sure but Cheshire seems to be a heartland of rallying and the birthplace of the infamous Ecurie Cod Fillet Club, so there are many rallying enthusiasts in the area.

Anyway to our event; it's always a challenge with lots of navigation to plot the night before and navigators rarely get to bed before midnight. The highlight for us was probably the Test and off-road Regularity run around the gravel tracks of the Cheshire Showground. The low lights were getting stuck on the side of the road on Reg 2 when we pulled over for an on-coming car, and the grass verge collapsed, and it was very wet in places, and lots of folks drowned out in a flood.

While the rally stage Test at Oulton Park was like ice in the near freezing temperature and our Cooper M+S gravel tyres were about as much use as Fred Flintstones concrete rollers. We eventually finished 17<sup>th</sup>, but not an event we'll rush back to.

Next it was The Hughes in Kent. This county has much better roads than expected, but being the south side of the Thames has difficulty attracting entries. It does have its navigational idiosyncrasies, but that is just the character of the event, but it is a traditional Historic Regularity Rally. The highlight is the use of the huge Manston airfield with open flowing tests and a mega off-road regularity around the perimeter tracks and fields. We had a good run on this finishing 7<sup>th</sup> from 40 starters.



David exercising "Lucy" on Manston

Round three was the Gremlin around the Epynt Ranges in Mid Wales. Again this attracts a good entry and we were seeded 22. This is a good event using all the intricacies of the ranges to excellent effect. This year we had an evening section in the dark before-hand, although some of the hoped for private land was cancelled on the night. It uses Halfway Forest as well as the tarmac roads. We were highest placed Cat 1 car on the Tests being 11<sup>th</sup> while not so good on the Regs, 18<sup>th</sup>, although we were in top the four a couple of times, just not consistent enough; 17<sup>th</sup> overall again.





Very dusty Epynt

Round 4, East Anglian Classic around Suffolk used Lavenham airfield as a new Test venue. Again this event does not attract a big entry as many of the regular crews will not make the journey to East Anglia, as it's too far for the poor souls. Some do because it is renowned for its excellent Tests which most folks like. We were leading after Reg 1 then a stupid wrong slot before B1 dropped us down and then we crawled back to 9<sup>th</sup> at the finish: Some very tight tests and excellent farm tracks.



Yet more dust in Suffolk

#### Round 5 – The Cotswolds

For a change the Regularities went generally OK, but the Tests became the dominant factor in the results due to the dust and baulking. For some reason we were regularly held up due to being let out behind slower cars on Tests which included laps. To the extent that at one point we needed to stop as it was so dense and the risk of colliding with marshals was too great. To cap it all on the one test we managed without being baulked there was a problem with the clock and we were allocated a notional time based on previous performances when we had been baulked; altogether an unsatisfactory day. I was so caught up in having a terrific ride I did not check our time with the marshal's clock, although I doubt it would have made much difference as we left before the results were announced.



And even more dust in the Cotswolds

### Round 6 –Ilkley Jubilee.

Always a good event being based on the Catterick ranges. We started well with a Jogularity in the fog on the Ranges. After two Regs and 3 Tests we were 12<sup>th</sup> at coffee then the nearside half-shaft broke on the start of the next test. At last the dusty conditions faded away and we got absolutely soaked loading the car on the trailer before we made our way home. The first DNF for us in 23 events. We stopped at Wetherby Service so David could change his soaking wet trousers but it was chaos in the car park. We left the truck and trailer in a coach space only to be accosted by a gentleman asking us to move, which we did when a caravan spot came available. Initially believing him to be a “jobs worth” we changed our minds upon seeing a notice for £100 fine if not a coach using one of the bays!!



A foggy damp Catterick Camp

Round 7 – Dansport this is a great event with a night section of a couple of hours on the Saturday evening then a full day of Regs and Tests on the Sunday finishing mid-afternoon. We started really well and were 5<sup>th</sup> after the Saturday night. Our fortunes continued during the Sunday staying around 7<sup>th</sup> until one particular ITC on a Jogularity. It was a 30 yards lay-by into a farm yard.

When we got there we pulled into the Passage check board to find no marshals. In front of us was a piece of red/white tape stretched across some obstacles and on the other side there was a queue of cars with marshals attending to them. Assuming there was some problem we backed out and joined the queue – where upon we received a WD. No amount of protest with the organisers would change the situation, so we gained a four minute penalty that ruined our day. If there had been no other cars about we would have entered the control the correct way. Nevertheless it was a good event although we did have a couple of “moments”. Firstly when the wipers got stuck together and I had to take one off. Then we heard knocking and thought a wheel was loose. It wasn't and we stopped just before an ITC around the corner so picked up a minute penalty for no reason. After the event I discovered that the top nearside damper mounting bushes had disappeared! We were fourth on the Tests, but 21<sup>st</sup> overall.



Not dusty any more.

Round 8 the John Bloxham Memorial Rally in Shropshire.

This is not a typical Clubmans Historic event and tries very hard to encompass as much as possible of the Motoring News events of the golden rally years. It starts late on the Saturday morning with traditional Tests and Regularities and makes the most of the dark for a long Test and a Time Control section. This year it was along the western and northern slopes of the Long Mynd in Shropshire. It is a tough event requiring good team work from driver, navigator and car to achieve success. Another feature is the amount of private land that is found either around estates, farmyards and even folks gardens and front drives, it is really quite remarkable the support the organisers have. Last year we were 8<sup>th</sup> and hoping for another good result. It was not to be. We were coping well with the Tests and also on the complicated regularities and were looking forward to the dark and the TC sections. This was a series of short 4-6 minute sections from TC2 to TC13 with a few TCs in farmyards with Not As Map diagrams.



When we left TC2 we were 14<sup>th</sup>. I made a stupid wrong slot at TC 5 which dropped us to 21<sup>st</sup> but by TC8 we were back to 14<sup>th</sup> and then “Murphy” struck with a minor spin traversing a muddy field ending up with a couple of cones stuck under the car. Well we had to jack the car to get them out, but it was too muddy for any traction. Eventually the local farmers pulled us out with a very big tractor, but by then we had boiled the engine having discovered all the plastic blades had disappeared from the fan, and were OTL. The only consolation was analysis of the results afterwards showed we would have been 10<sup>th</sup> on Tests and the quickest Cat 1 crew by quite a margin. As they say before you can finish 1<sup>st</sup> first you have to finish!!



This was deeper than it looked, but no problem

So that's it for another year. Looking back it was really quite frustrating although we picked up a couple of awards in the Clubmans Championship, David for 1<sup>st</sup> Cat 1 Driver and me for Expert navigator. Quite how the championship will develop now the number of Cat 1 cars, i.e. pre 1968, is diminishing with the rise of MX5s and Porsche 924s I'm not sure, and in 2026 apparently cars from the early “2000s” will be classed as “Historic”?

Ian & David December 2024

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### **Billy Grew (now 21 years old)**

Back in 2017, Howard Joynt helped 14 year old Billy Grew gain his MSA Competition Licence so he could compete in the Formula 1000 Junior class on the Lee Holland Memorial Stages Rally at Anglesey Circuit in North Wales on 19th March. To qualify for his MSA licence, Billy drove his family's Ford Fiesta AND two of Howard's Nissan Micras on SCCON's Snetterton Autotest on 11th March. He was then the youngest driver in British rallying.

Billy retired from the Anglesey stage rally at about three-quarters distance (reason unknown) after running in the second half of the F1000 Junior field.

But what a difference a few years have made. On the Rixy Stages held on 29th December 2024. Billy drove his Mitsubishi Lancer EVO 6 to third overall, only beaten by a Ford Fiesta WRC and a Ford Fiesta R5, two hugely more expensive (and much faster) rally cars. Well done Billy.



## The Preston Rally 2024 and the Stanta Military Training Area

The 2024 Preston Rally was the 46th running of the event with sponsorship from Prestons Garage in Writtle, near Chelmsford. Bill Preston may well be the most loyal sponsor in all British motor sport, beating SCCON's long running sponsors of the P & H Novice 12-car rally (for 35 years) and the Lyng Trophy 12-car rally (for 38 years). Aren't we lucky in SCCON that Chelmsford Motor Club runs the 'One and Only' Preston on our door-step.

For the Preston Rally in 2023 I ran my MG ZR with RB1 tyres on the front and forest tyres on the back, and I ran quite a lot of toe-in at the rear because that set-up had worked well when I rallied my Cooper S many years ago. But the ZR was quite a handful in 2023 and that rally ended in my first real 'off' on the Preston during my 13th attempt at it. (I'm not counting 2019 when the suspension failed on my Vauxhall Nova). So I made quite a few revisions to the MG for 2024: I got the GAZ shock absorbers reconditioned front and rear, changed the tracking front and rear, ran the car a bit lower and fitted RB1 tyres all round. My navigator would be Simon Hawken. Did my suspension mods work? I'll let Simon tell you later.

As in 2023, the event made extensive use of 'Stanta', the army training area formerly known as the Stanta Battle Area. My Dad drove the roads of Stanta a long time before I did and in much more powerful vehicles. At the start of World War 2 he was still at school, but he joined the army in 1942 and was posted to the 58 Young Soldiers Training Regiment of the Royal Armoured Corps. He underwent extensive tank training at Bovington and was selected for officer training at Sandhurst in September 1942.

I was privileged to meet Murray Walker, in 2003 and again in 2014. In his autobiography "Unless I'm Very Much Mistaken" he describes how, during the war, he'd followed exactly the same training route as my Dad, just a few months later. He too joined 58 YS Training Regt. RAC, at Bovington, completed his Officer Cadet training at Blackdown and passed his Officer Selection Board prior to joining 115 Troop at Sandhurst. Just like my Dad, he was nominated to carry the 2-inch mortar up Mount Snowdon and he told me he carried it across his shoulders with the unfortunate consequence that his rough army shirt chafed the skin off his neck and back. Like my Dad, he was full of praise for the camaraderie during his time at Sandhurst and the way the "Sandhurst system" engendered great qualities of determination, initiative and leadership in those who successfully passed their officer training.

My Dad gained his commission in early August 1943 and was posted to the Duke of Wellington's Regiment. Almost immediately the troop of twenty men under his command was relocated from Kettering to the Stanta Battle Area, so his troop's three tanks were loaded onto tank transporters for the journey to Norfolk. The tanks were two Covenanters and one Crusader tank.

These were both 'Cruiser tanks', a concept developed in 1938. The idea of a cruiser tank was for a relatively light tank that would overwhelm enemy tanks by its speed and by the deployment of large numbers of them. A number of designs were considered but none was put into volume production until the A13 Mark III Covenanter, the first cruiser tank to be given a name. It was made by the London, Midland & Scottish Railway Company, who had no experience in the field of fighting vehicles and it was rushed into manufacture with almost no prior testing of prototypes. The Covenanter has been described as possibly the worst British tank ever, nevertheless 1771 examples were made between 1939 and 1942. The main problems were its very-unreliable 340hp Meadows flat-12 engine, insufficient size of its armaments and its cooling system. In the early years of WW2, tank warfare was mainly in Africa, but the Covenanter had a rear-engine and front-mounted radiators. So the cooling pipes ran through the crew compartment making it unbearably hot and totally unsuited for operations in Africa. Hence no Covenanters were ever deployed to fight outside the UK; almost all of them were used solely for training purposes.



Two Covenanter tanks on a training exercise in the UK



A Crusader tank on a training exercise in the UK

Lord Nuffield (the founder of the Morris Motor Company) was asked to build more Covenanters but he declined, and instead he developed the Crusader tank. It was a good move by the British Government to allow this 'motor man' to pursue his own thinking. Despite the project starting weeks after the Covenanter, the Crusader gave its turret design to the Covenanter and pilot build commenced six weeks earlier than for the Covenanter. The Crusader had a somewhat-unreliable 340hp V12 Liberty aero-engine with a rear-mounted cooling system, much better armour, better armaments and an additional axle. Its weight was 20 tons versus the 18 ton Covenanter and its biggest downside was that its maximum speed of 26mph was 4mph lower than the 30mph of the Covenanter. A total of 5,300 Crusaders were built by Nuffield in Birmingham and Coventry and this tank contributed greatly to General Montgomery's North African successes in the Battle of El Alamein, the siege of Tobruk and the Tunisia Campaign.

Back at Stanta, after my Dad had been there for a week, all the tank commanders were given the instruction that they must use pre-existing tank tracks across the fields, go through pre-existing tank-sized holes in the hedges and for live gunnery practice they must shoot at buildings already damaged by previous gun-fire. Unless these rules were followed the whole of Stanta would become a wasteland of mud and rubble.

Back to the Preston Rally and we tackled a couple of farm / woodland sections before entering Stanta for the test through 'Eastmere Village' followed by 'Wretham Belts 1'. This latter area was where I went off in 2023 but that corner wasn't used in 2024. The next section 'Croxtton Heath' included two passes over Frog Hill where the opening sequence of the BBC's Dad's Army programme (from series 3 onwards) shows the cast marching towards Frog Hill and in the closing sequence they are seen marching southwards away from Frog Hill.



The next test was 'West Tofts' which ended near the West Tofts hutted camp. This was where my Dad was barracked during the war and where I spent one of my annual camps while I was an Officer Cadet in the Territorial Army during the 1970s. In the evening after training I used to tear round the roads of the area with some friends in my 1275cc Morris Cooper S in company with Tim Feltwell who had fitted a brand new 1275cc Cooper S engine into his Mini van. The performance of the two vehicles was virtually identical.

Shortly before first petrol (on the A11 Thetford by-pass) we tackled 'Abrey Farm 1' and soon after the start we stopped, unsure where to go. I could see a track straight ahead that I thought had been used a few years ago on a Stubble Rally for Bentley cars but there weren't any arrows. I reversed a bit and we were very relieved to spot a pair of arrows in the distance, so we were off again. We probably lost about 15 secs but we were 11th fastest on that section, so I suspect we weren't the only crew to lose time on that test.

There were four shorter sections before second petrol and the first of these was 'Fox Pin'. Towards the end of this test it gets extremely rough and narrow, and I have a history of getting good times here, but not in 2024. On the roughest part, we caught a 1300 Suzuki Swift whose crew had come down from Lancashire and didn't want to risk breaking their car. For a long time, there was nowhere they could let us past and they completed that test 2 mins 12 secs slower than us. I estimate that we lost about 30 secs while we were following them. Simon said something prophetic..... of which more later.

These four sections also included my namesake test - 'Riddlesworth', a short section, mainly straight on which we beat three past winners of The Preston. I can't explain how we did that!

Second petrol was at Snetterton and it was clear that this was a rally of attrition as there were far fewer cars than had been at first petrol despite us having covered only another fourteen competitive miles.

There were six more sections after second petrol and we achieved top 11 times on all of them except for the very last test. We made no mistakes at 'Abrey Farm 2' and the following test was at Wretham Airfield where I remembered some of the tracks from when they'd been used on a previous Stanta Targa Rally run by SCCON and Kings Lynn & District Motor Club.

Soon after second petrol on a very bumpy section, the passenger door glass jumped out of its lifting mechanism and dropped down inside the door. With Simon manouevring the glass and me working the window switch, we managed to jam it at about three-quarters up and we left it like that for the rest of the rally. Then, part way round the final leg, we ran out of screenwash fluid. With a lot of big muddy puddles to contend with, we'd used far more than I normally use on a Preston Rally. So my drink of lemon and lime flavoured spring water went into the screenwash reservoir!

When we got to the last couple of tests, Simon was warning me not to take any risks because we were heading for a good result. Then on the final section called 'Harrier Airstrip 2' we made a mistake at the very last split of the rally. We had to turn right but we didn't see the entrance to the track we should have taken. Fortunately Simon realised we hadn't turned sharply enough so we turned round and drove that final loop correctly. But then just a couple of corners from the end of the test, there was a horrendous metallic banging from the left hand rear. I thought it could be the exhaust banging on the underside of the car, a suspension problem or something like the jack broken free in the boot. But the car was still going so we carried on to the end of the section. At most we lost about 45 secs. A quick look in the boot showed that the left rear suspension top mount had failed and there was an empty hole where the spring and damper should have been attached to the body. Gravity kept everything in place during the gentle run back to the finish at High Lodge in Thetford forest. Simon's comment at the end of Fox Pin had been: "look on the bright side: by following the Suzuki, our car hasn't taken such a hammering". If we'd gone full pelt along Fox Pin, the rear suspension might have failed sooner and caused us to retire from the event.

At the finish, the next car in front of us (2017 winner Mark Banham) was 2 minutes ahead. Adding up our various mishaps, the total time we lost was well under 2 minutes so they hadn't affected our result at all.

Peter Riddle January 2025

I'll leave it to Simon to sum up our Preston Rally 2024. This is what he put on Facebook.....

So after a disappointing Preston Rally last year, with some handling issues seeing us stuck in a ditch and out of the rally on test 5, Peter and I returned for another crack this year. Seeded 36th we had our work cut out, but the aim as always was to keep it tidy and get to the finish! Peter's efforts with the car were clear and the handling was now spot-on which, after a few tests, allowed us to press on. The inclusion of some 'smoother' tests in Stanta saw some very high speeds and was a definite advantage to the bigger engined cars over our little 1400. However there was still plenty of the Preston car-beating stuff the rally is renowned for and we put in some top 10 times including 2nd fastest on the Riddlesworth test! The attrition rate was high and we had a few moments but kept ticking off test after test to come home 9th overall and first 1400cc by some 8 minutes. This was a fantastic result, even with some dubious calling by me and some overly enthusiastic moments from Peter! At 74 he can certainly still pedal!

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### **Short reports from this year's Preston Rally - from Mike Lacey about his Preston Rally**

16th overall. An on and off battle with an engine issue, which at one point saw us sitting at the end of section 8 for 20 minutes with the engine not firing. Ironically the section my wife was doing stop timing on. Eventually tracked it down to a faulty fuel pump relay at end of section 15. Big thanks to Andy Scott for keeping me going in the right direction and inside OTL. Great team effort. More commitment next year and perhaps a few more horses under the bonnet. Many thanks to all the organisers and marshals, without whom, this event couldn't keep going year on year.



### James Leggett's very short report

My third attempt at The Preston navigating for Robin Lines last night: some fast tarmac sections mixed with farm tracks and fields! We gained an oil leak early on which got worse..... 13 litres of oil later at 6am, we then used our last 4 litres to get home!

61 starters, 27 classified finishers (we were classified 26th), 28 retirements, 7 missing in action. What a night! Try again next year...

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### The Norman Perren Memorial Trial at Seckford Hall Hotel and Spa - January 19th

This event re-scheduled from New Year's Day, was greeted by an overcast morning, but at least it was not as cold as recent mornings.

When Andy, Neb, the Sprocker puppy and I arrived, things had already started, with cars already fighting their way up the hills laid out by the team. The hills proved very challenging with all the cars taking various scores from ten to zero forward to the next hills. Martin Newson

The main report here is from Laura Cooledge

A cool but dry day greeted the competitors for the rescheduled Norman Perren Memorial Trial. Clerk of the Course. Alan Farrow, had set out a number of excellent tests in and around the Seckford Hall valley, and he tweaked them during the day to ensure a good range of scores – a delicate balance!

Of course a huge thank you to all the marshals who came to ensure the event ran safely and smoothly, we hope your free lunch warmed you up. Motorsport doesn't happen without its amazing orange army!

Overall honours went to Ben Cutting, who was double-driving Geoff Hodge's RDT Trials special. Ben picked up a point on his first run but then kept clean the rest of the day until the very final run where he collected one more point. But an overall score of two was enough to take the win – well done Ben, time to add your name to that special trophy!



*Ben Cutting receives the Norman Perren Memorial Trophy from ECMC Chair Laura Cooledge*

In Class A, it was Dick Lines who claimed the top spot in the VW Lupo, with son Robin having to settle for second place.

2024 AMSC Trials Champion, David Holmes started his title defence with a dominant Class B win in the Seat Ibiza. Robin Howard put in a great performance to take the second place spot.

Class C was a close battle all day, but Dan Pearson took top honours in the amazing little Fiat 500. Only a few points behind was second place Adrian Gibson in the Hillman Imp.

Class D is for the Specials, and these cars are so competitive that at the mid-way break no less than 7 of the 13 cars had a clean sheet. With Ben taking the overall win, 1st in Class went to John Holder, very closely followed by Barry Redmayne, with Geoff Hodge picking up the third place. A special mention to Geoff because he was looking good for an outright win with a total zero score, but picked up a single 10 score on his final round. So close Geoff!!

Finally, it was great to see 5 newcomers trying their hand at car trialling, and they put in some great results against a seasoned field of competitors – you should all be very proud and we hope to see you again soon. James Wright was the lowest scorer in the recently resurrected Scamp Mk2. Only three points behind was Callum White looking very impressive in our Academy Car. Both James and Callum took part in our Academy Taster Day back in November, and it was great to see them put their new skills to the test.





## Rixy Stages Rally 2024



Ali Wait and Kevin Maclver's very smart Ford Escort Mark II

Now back at Stansted Airport after a great weekend down in Norfolk navigating for my old pal Ali Wait in the 2.0 Zetec Mk2 at the Rixy Stages rally at the Stanta Military Training Area near Thetford in Norfolk.

Ali drove quickly and smoothly all day at a very fast venue where there was lots to hit (many chicanes, tank traps, trees, straw bales, piles of rubble etc. etc.) and pretty much just a Tulip diagram road book to go on.

Slippery in the morning with the foggy / damp conditions but dried out in the afternoon when the sun came out.

We got top 20 times all day and were 9th quickest on the last stage to finish 13th overall, despite some fuel pressure issues in the afternoon.

No photos because they can't be posted on social media due to the nature of the venue. So here is one from just before we set off.

Thanks to all the boys for helping and also keeping us all fed and watered. And many thanks to the organisers and to the huge army of marshals.

Kevin Maclver



Duncan Christmas and Vini Cruz on the Rixy Stages. They retired their 1275cc Mini on the penultimate stage.



## Jon Bray in action during 2024



As 2024 is coming to an end. Many thanks must go to Shaun Hadfield for helping out and lightening the car considerably. Neal Bannister and Andy Bryant who has helped service the car throughout the year on different events. Here's to 2025 for more fun.

Jon Bray and Darren Styles won their class (1400cc class F) on the 2024 Rixy Stages in their MG ZR as seen above, though these shots aren't from the Rixy Stages.



## Damian Long's Rixy and Brands Hatch Stages

Its been a while since we updated progress on our stage rally adventures with myself driving and Olly Marshall in the co-driver seat, so here is an update on our last two rallies:

First up we entered the Rixy stages at Stanta, near Thetford between Christmas and new year on 29<sup>th</sup> December, previous to this we had problems with the ECU on the car so it had been a busy time diagnosing and fixing the issue including a trip down to HT Racing near Brands hatch for a rolling road session beforehand, but we were happy that the problems were solved and hoped the car was fit again! Saturday afternoon we made the trip from Lowestoft to Thetford for scrutineering. This was straightforward with no issues so we left the trailer at the secure parking and headed home for the night. Early Sunday we made the return trip, collected the trailer and headed to Stanta; the weather was damp and cold when we arrived so we set up and prepared for the day ahead.

The stages would be run in pairs of two so first up Stage 1 and 2. We were seeded 21 for the event. Stage 1 went without dramas, we didn't set the world alight but we made it round and got a feel for the going as it was our first time here and the conditions were tricky which caught out a few crews, pretty much the same for stage 2 and back to service. After the first runs were lying 18<sup>th</sup> overall so not bad.

Unfortunately, due to some incidents, stages 3 and 4 were eventually cancelled so next up the stages were reversed and we headed to 5 and 6. We attacked a bit more on these stages, it was still very slippery with a lot of mud dragged onto the roads, some very fast parts and good fun. We had two clear runs and ended the 6<sup>th</sup> stage laying 12<sup>th</sup> overall. The car was running great and the service crew only had to refuel and give the car a once over. Next up the final two stages, we pushed on again gaining confidence with the stages drying a bit and the sun actually making a small appearance! We made it back to service with the crew and car intact which was great news. We managed to make up another couple of places and ended the day 10<sup>th</sup> overall, tied exactly on time with 9<sup>th</sup>. Unfortunately our class was very competitive with some great names making the event so we ended 5<sup>th</sup> in class but a great result for Olly and myself and more valuable seat time together. It was a great event we really enjoyed the stages, and will definitely be back next year.

Next up for Olly and myself was the Brands Hatch Winter Stages, our first event of 2025 and our 1 year rallying together anniversary! And my first year of rallying completed, so we were looking forward to this, especially after our great result from the Rixy and the car now seeming to be getting a little more reliable (fingers crossed!). We headed to Brands on Friday for noise test and scrutineering, this all went well and the team was set up ready for Saturday morning.

The event this year was using a different layout, losing the use of the rally school area and lower pits, so was based completely on the circuit, with fewer chicanes which made the stages very fast. The weather on Saturday morning was very cold and misty

but dry so we were straight onto dry tyres which was nice, although these did take some warming up with the cold weather. We were seeded at 47 for this event and headed out of service to MTC1 and then to the start of the rally at SS1. Once starting off it soon became apparent that we didn't have all cylinders working! Temps and oil pressure all looked OK so we pushed on as much as we could with the three remaining cylinders and did manage to get to the end of the stage and back to service. Thoughts of 'oh no here we go again' were strong! But after a quick look it became clear that an electrical plug had come loose from one of the fuel injectors, so it was actually an easy fix. A bit annoying that we had lost the time but pleasing to find it was only a small issue and our day would continue. We finished the first stage in 51<sup>st</sup> position, so a lot to do from here! We then set off for stage 2 which was a copy of stage 1, this went better, the car was back on song and we got a feel for the grip and the stages at full speed. We finished the stage 43<sup>rd</sup> overall, the times were very close due to the strong competition and also the fast and relatively short stages so it was difficult to make any big gains, nonetheless we were trying and having great fun! A quick check over the car after stage 2 was all that was needed. The stages were then changed for 3 and 4.

These 2 stages were run in the same direction as 1 and 2, which was against the normal direction of the circuit. We made some more gains with clear runs on both and after stage 4 we had climbed up to 35<sup>th</sup> overall. Next up the stages were changed for 5 and 6 which would be run in the normal direction of the circuit. We headed out again and had another two good stages, not too much traffic which can be difficult on these circuit rallies, the car was running great and we were enjoying the fast flowing stages. The service crew only needed to keep the car re-fuelled, windscreen cleaned and the crew fed and watered! We ended the pair of stages climbing again up to 31<sup>st</sup> overall after 6 stages.

Next up the last two stages, it would be touch and go whether the last stage would be in total darkness or dusk, to be honest it had not been very light all day! Stage 7 was becoming darker but not too bad, we had a good run but did get held up and almost went into the back of a car which hit a chicane in front of us, luckily we just stopped short! We lost some time but nothing too bad and got through the stage OK. It looked that it would still be dusk for our last run on stage 8, the turnaround time between 7 and 8 was very quick and we went off to the start of the last stage. But when we arrived at the start it became clear that there was a hold up and no one had started the stage yet so we sat there watching the light fade! The stage got underway and by the time it was our time to start it was darkness, we got underway though and personally I had great fun, it seemed at the end Olly did not have the same opinion!! But he was happy we got through the stage and had another finish under our belts.

We ended up 23<sup>rd</sup> overall and 5<sup>th</sup> in class making some good ground in the fading light stages which was a great result especially after the first stage time loss and the close times throughout the field.

Thanks again go to Olly Marshall for navigating, we are gelling well together and most importantly having great fun along the way! Thanks to Barry and Pauline Marshall for catering and servicing. Thanks to Jody for servicing and tea making, Mum for support and everyone else that has helped us or come to support us. Thanks to all of the organisers, marshals and volunteers for supporting these events.

Now time to clean, service and prepare for Snetterton on 8<sup>th</sup> February, really looking forward to our local event and hope to see you all there!

Damian Long



## BRANDS HATCH WINTER STAGES - IGOE BACK ON TOP

Michael Igoe and Will Atkins returned to winning ways at Brands Hatch in round four of the Circuit Rally Championship, with their Citroen C3 Rally 2 quickest on 7 of the 8 stages.

Most of the stages were fairly short sprints and Igoe went straight into a four second lead on the opener, over former Champions Barry Morris/Tom Hutchings, returning to the Championship in a Darrian T90GTR+ for the first time in three years.

Championship leaders John/Alex Stone's VW Polo R5 was a further second back, despite hitting a chicane, while sharing fourth were Richard Weatherley/Shawn Layland's Citroen C3 Rally 2 and Chris West/Keith Hounslow's Peugeot 306 Maxi.

Having won the last two rounds, John Griffiths/Emma Morrison's hopes of three in a row were soon dashed when their Skoda Fabia R5 spun at Druids, leaving them eighth, behind Mike English/Simon Hunter's Fiesta Rally 2 and 12 seconds off the lead.

Griffiths spun again at Surtees on stage two, but Morris managed to take a second off Igoe's lead. "It wasn't slippery, but just very greasy in places," said Igoe. *(Isn't that the same thing?)*

West was up to fourth too, but the gap to Stone was growing. "I was flat out, I just couldn't go any faster," West admitted.

Igoe managed to restore his lead to four seconds on stage three, as Morris, Stone, West and Weatherley all consolidated their places in the top five. Out though was sixth placed English with electrical problems, which moved Griffiths into sixth. "Well it was a better stage for us, at least I didn't spin, the tyres just didn't grip though," said Griffiths.

As grip increased so did Igoe's advantage, and he reached half distance seven seconds clear of Morris, with Stone and West holding station in third and fourth.

Although Weatherley was still fifth, Griffiths continued to close in and was only three seconds off fifth place. Stuart Maloney/Steve McNulty were also flying in their VW Polo R5 and were now level with Griffiths too. "I stalled at the first chicane on stage one, but my first time in the car was when I drove off the start," said Maloney, who'd flown in for the day from Barbados.



Michael Igoe / Will Atkins Brands Hatch winning Citroen C3 Rally 2



Igoe proved unbeatable and was fastest on every stage during the afternoon, but Morris continued to run faultlessly and kept the winning margin down to a respectable 19 seconds.

“It was my first proper time out in this car, it’s similar to the one I won the Championship in, but with a Millington engine and a few bodywork changes,” he said.

While Stone retained third, Griffiths went into the final test tied with West for fourth, and came out two seconds up to complete an excellent recovery. Maloney continued to close in too, holding sixth from stage six, but he was still another six seconds off West at the finish.

Weatherley lost time on his rivals in the second half, which dropped him to seventh, but after Sean/Colin Quigley’s Fiesta Rally 2 had gearbox failure with a stage to go, it was the duel between Alasdair Stables/Neil Jones’ Vauxhall Chevette HSR and Sam Cox/Mattie Franklin’s Renault Clio Cup 3, that settled eighth place. Starting the penultimate stage Cox had a second in hand, but Stables managed to overturn that and was six clear at the finish.

“It’s just great to be so competitive in a car, that’s basically 1980’s spec,” Stables enthused. He just had the pace on us at the end,” Cox replied.

The Fiesta R5 of Robert Morris/David Jones and the Rally 2 of George Sherman/Neil Colman followed Cox home, but having gone into the last stage two seconds up, Davies lost out, with Sherman claimed 10h on a tie break.

Joseph/Daniel Duffy’s Lotus Elise pipped Dean Grimes/Mark Adams Fiesta R5 for 12th on the last stage, while Ben Smith’s Escort just held off John Yates/Alex Lee’s Porsche 911, after the latter gained four places on the final test, recovering from an earlier trip through the Paddock Hill gravel trap.

Irish racer Michael Cullen/Sean Hassett had been in the top 10 too, but after being held up on stage and not having reverse, they fell back and finally a broken wheel dropped them to the Tail end of the finishers.



Michael Igoe / Will Atkins Citroen C3 Rally 2 - photos by M & H Photography

Class results follow.....

## **Brands Hatch Winter Stages Rally 2025 - Class results**

Stephen Johansen/Colin Stephens dominated Class B all day in their Impreza. Sam Gendy/Samantha Bartlett's Mitsubishi E9 upped the pace in the afternoon, to consolidate second over Neil Beaumont/Dylan Thomas' Evo 8. Steve Hill/Hal Ridge's Mitsubishi was a first stage casualty after breaking two CV's.

Class C remained unchanged at the top all day, with Morris, West and Stables battling in the top 10. It was another bad day for James Garner/Jordan Joines though, when they broke their Darran's gearbox on stage one.

In Class D it was another dominant win for Cox/Franklin's Clio. Russell Davies/Richard Suter's Darran was heading for second, until they retired in the gravel on the last stage to promote the Duffy Elise into second, from Mick/Ben Jowers's Escort.

"It was our first time out with a new gearbox," said Duffy. "We tried hard, but then the others tried harder," Jowers added

The closest battle of the day had been in Class E, where Callum/Roland Francis' Escort started the day tied with Luke/Tom Constantine's Opel Adam R2 on the first two stages. But Constantine overshot a hairpin on stage three to hand Francis the lead, but by stage five they were tied again.

Constantine then got clear to seal victory, but Francis hit a tyre stack and was left with a damaged strut, no brakes and retirement with a stage to go, handing second to Chris Woodhouse's Peugeot 208 R2, from Paul Sheard/Sion Cunniff's Mazda MX5.

Jon Bray/Darren Styles' MG ZR 105 led Class F all day and in Class G Tom Grant/Dick Athow's Clio was the only finisher.

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### **I just found this photo on facebook**

**David Mann (our Club President) back in the 1980's - event unknown**

**I'm not sure who his co-driver was, but I am sure David will tell us**



**A man is running away from David on the left**

**I don't think he wanted David's Autograph that day!**

## How fast do you want to go? - and have you got a million Dollars?

On 15th November 1965 Craig Breedlove became the first man to drive at over 600 mph when he broke the World Land Speed Record in his turbo-jet powered car the 'Spirit of America - Sonic 1'. The FIA confirmed his two-way average speed over a measured mile on the Bonneville Salt Flats, Utah at 600.6 mph. Thus Breedlove became the first man to exceed the 450, 500, 550 and 600mph benchmark speeds.

Between Breedlove's 550 and 600 mph records, the same car was driven by Craig's wife, Lee Breedlove to take the women's World Land Speed Record at 308.5 mph.



Since achieving its land speed records, 'Spirit of America - Sonic 1' has been displayed by the Indianapolis Motor Speedway Hall of Fame Museum, but they are now selling some of their exhibits that don't have any connection to the Indianapolis 'Brickyard' circuit.

Breedlove died at 86 years old on 4th April 2023 so he won't see the result of the sale but 'Spirit of America - Sonic 1' will be auctioned by Sotheby's in Coral Gables, Miami, Florida on 27/28th February 2025. The pre-sale estimate is half a million to one million US Dollars.

But Sotheby's are predicting even higher prices for some other cars at that sale. They estimate that a 1930 Bugatti Type 35B, that was raced in the 1930 Monaco Grand Prix and finished 2nd in the 1939 Grand Prix de Frontiers in Belgium, will sell for between 1.0 and 1.8 million Dollars. A 1907 Itala 120 hp racing car formerly owned by Henry Segrave, and similar to the Itala that won the 1907 Peking-to-Paris race, is estimated at two to three million Dollars. Henry Segrave (later Sir Henry) gained the World Land Speed record three times in various cars between 1926 and 1929. A Ford GT40 that competed in the 1966 Le Mans 24 Hour Race is estimated at eight to eleven million US Dollars and a 1908 17.3 litre Mercedes is estimated to reach between seven and nine million Dollars. The Mercedes is a hill-climb winning car, developed from the car that gained the World Land Speed Record in 1904. One of its drivers in 1909 was the Belgian Camille Jenatton who had set the land speed record three times in 1899. His final record being 66.66 mph, achieved in his electric car 'La Jamais Contente'. (A brochure covering the 1907 Peking-to-Paris Race is available from SCCON's treasurer, Peter Riddle)

Today, 58 years after his 600 mph record, only three men have gone faster than Breedlove in 'Spirit of America - Sonic 1'. They are:

- Gary Gabelich at Bonneville Salt Flats in 1970 driving his 'Blue Flame' rocket car.
- Richard Noble at Black Rock Desert, Nevada in 1983 driving his turbo-jet car 'Thrust 2'.
- Andy Green at Black Rock Desert in 1997 driving 'Thrust SSC' powered by twin Rolls Royce Spey turbofan engines.



On 15th October 1997, Andy Green drove 'Thrust SSC' at a two-way average speed of 763 mph, the first time a wheeled vehicle had broken the sound barrier. That was fifty years and one day after Chuck Yeager, an ex-WW2 Mustang fighter pilot, became the first man to break the sound barrier in an aircraft: a Bell X-1 nicknamed 'Glamorous Glennis' after his wife. Yeager lived to the grand old age of 97 years.

The Green family lived in Norfolk, and Andy Green's father Tony Green arranged for the first public display of 'Thrust SSC' to be in a hangar at Norwich Airport on 16th November 1997. Over 9000 people (including me and my family) paid Norwich City Council £2 a head to see the car and to meet Andy. Both 'Thrust 2' and 'Thrust SSC' are now displayed in the Coventry Transport Museum.

The FIA doesn't recognise women's land speed records as a separate category, but Lee Breedlove's record was beaten in 1976 by the deaf film stunt-woman Kitty O-Neil who achieved a speed of 512 mph in the Alvord Desert, Oregon driving her 'SMI Motivator' jet-car. However, Kitty's run was not independently accredited. The next officially accredited run by a woman was Jessi Combs driving the 'North American Eagle Supersonic Speed Challenger' (pew!) at a two-way average speed of 398.9 mph in 2013, also at the Alvord Desert. The American Eagle car design was based on the fuselage of a Lockheed Starfighter aircraft. In 2016 Combs raised the women's record to 477.59 mph driving a similar American Eagle car. Sadly Jessi died in 2019 when she crashed at Alford in that same car while attempting to further raise her own record. She was posthumously awarded the new record speed of 512.78 mph and she stars in the film of her record-breaking life: "The Fastest Woman on Earth".

In writing the above I've only just realised just how many World Land Speed record cars I've seen (and many of which I've been close enough to touch):

91mph in 1904 - Henry Ford's 18.9 litre Ford 999 - seen at the Henry Ford Museum, Dearborn in 1995  
132mph in 1913 - (one way) Arthur Duray: the Fiat S76 'Beast of Turin' - seen at Goodwood in 2021  
133mph in 1922 - Kenelm Lee Guinness's Sunbeam 350hp at Brooklands - seen at the NEC in 2023  
146mph in 1924 - Malcolm Campbell in the ex-Guinness Sunbeam 350hp as above  
150 mph in 1925 - Malcolm Campbell in the ex-Guinness Sunbeam 350hp as above  
203mph in 1927 - Henry Segrave's Sunbeam 1000hp named 'Mystery' or 'Slug' - at the NEC in 2023  
231mph in 1929 - Henry Segrave's 'Golden Arrow' - seen at Beaulieu Motor Museum in the 1970s  
403mph in 1964 - Donald Campbell's Bluebird CN7 - seen at Beaulieu Motor Museum in the 1970s  
600mph in 1965 - Craig Breedlove's Spirit of America - Sonic 1 - at the Indianapolis Museum in 1975  
634mph in 1983 - Richard Noble's Thrust 2 - seen at the Coventry Transport Museum in 1993  
763mph in 1997 - Andy Green's Thrust SSC - seen at Norwich Airport in 1997

Peter Riddle January 2025

## **Touchwood Models**

The Delf family have been members of SCCON for many years and Stuart Delf (the younger) achieved a class win on the recent Rixy Stages Rally navigating for Brian Marquis in their 1400cc Peugeot 106. But not many current SCCON members will know that Stuart's Dad (also called Stuart) has been the leading light behind Touchwood Models, based in Hoveton. When Stuart and Rita Delf started Touchwood in 1986, they made 1/3 scale children's MG and Jaguar pedal cars, while more recently Touchwood has specialised in beautiful models of World Land Speed Record winning cars and World Water Speed Record winning boats. Last year Stuart decided to retire and to close Touchwood Models. The following page is a tribute to Touchwood's fine products.

# TOUCHWOOD MODELS

See - <https://www.youtube.com/watch?v=lku6hrW0tik>



1/3 scale MG TD pedal car



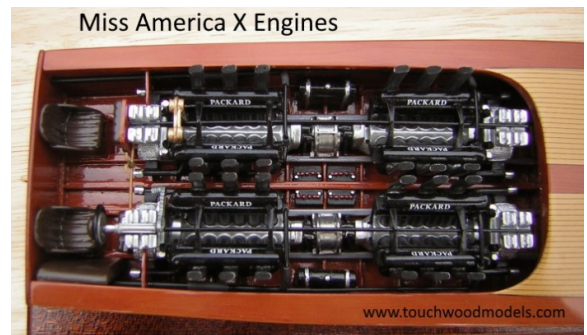
Mercedes Simplex - 97mph in 1904



Donald Campbell's Bluebird K7



Gar Wood's Miss America X



[www.touchwoodmodels.com](http://www.touchwoodmodels.com)



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6 Cambridge Classic

### May

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Kidderminster Motor Club

16/18 Tour of Scotland

18 Hills & Valley Scenic Tour

### June

8 Colin Ellis Memorial Tour

Herefordshire Motor Club  
Falcon Motor Club Ltd  
Sixty & Worcestershire MC

21 Falcon Classic Tour

22 Green Leaves

### July

13 Aquae Sulis Classic Car Tour

Bath Motor Club  
Forresters Car Club  
Motorsport IOM

20 Two Rivers Tour

27 Tour of Mann

### August

17 Welland Valley Wander

Loughborough Car Club  
Brecon Motor Club

31 Black Mountains Tour

### September

7 15th Regis TAP

Bognor Regis Motor Club Ltd  
Kirkby Lonsdale Motor Club  
Blackpalfrey Motor Club

14 Little Devil's Tour

28 Tour of Kent

### October

25/26 Autumn Leaves

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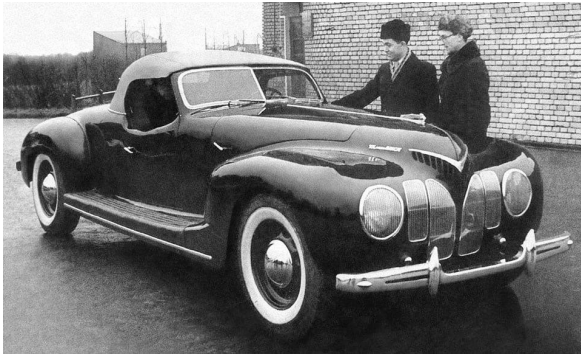


## SCCON CHRISTMAS QUIZ 2024

This is the quiz from SCCON's Christmas Get-Together on 19th December

All you have to do is to guess the top speeds of the 12 vehicles pictured

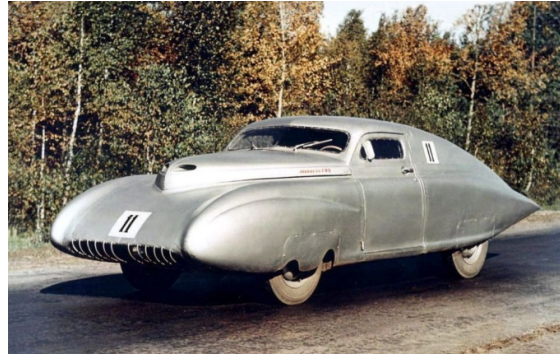
They were all made in Russia and although we rarely get much information about Russia's automotive industry, they show considerable variety from a country with about double the population of the UK.



### 1/ 1939 ZIS 101A Sport

A one-off sports car approved by Stalin and based on the Buick-derived ZIS 101 limousine.  
6060cc 141 bhp straight 8 engine.  
3-speed manual gearbox.

Max speed? .....



### 2/ 1951 GAZ-20 Pobeda SG-1 Supercharged

Streamlined aluminium body. Weight 1200 kg.  
In 1951 three of them were fitted with 2487cc supercharged 105 bhp 4-cylinder engines.  
GAZ-20 Pobeda SG-1 cars won three USSR motor racing championships.

Max speed? .....



### 3/ 1965 KD Sport 900

A concept for a Russian sports car.  
Six made from 1964 to 1969. 887cc 29 bhp V4.  
A modern re-style has been carried out, see below.

Max speed? .....



### 4/ 1971 ZIL 117 Luxury Sedan

Only 50 were made from 1971 to 1978  
Hand-made cars with their body panels hammered to shape over wooden formers.  
300 bhp 6.9 litre V8 engine  
Two-speed automatic transmission

A ZIL 117 appeared in the 2006 James Bond film 'Casino Royale'

Max speed? .....



**5/ 1976 UAZ-3907 Jaguar**

A USSR amphibious military vehicle.  
2450cc 4-cylinder 71 bhp engine.  
Speed in water 6 mph.  
Two propellers in front of the rear axle.  
In water, the front wheels act as rudders.

Max speed? .....



**6/ 1980 Lada Riva 1200 -**

Together with the Fiat 124 that it's based on,  
the 3rd best-selling car in the world after the  
VW Beetle and Model T Ford.  
67 bhp 1198cc engine. 4 speed gearbox.  
In 1996 David Leckie won a SCCON 12-car in his.

Max speed? .....



**7/ 2009 Marussia B1**

The company was linked to the Marussia F1 team.  
3000 were made in Russia then 500 more (B2s)  
were made by Valmet in Finland.  
2.8 litre 360bhp turbo V6 built by Cosworth.  
5-speed automatic transmission.

Max speed? .....



**8/ 2011 Yo-Mobil**

A single concept car was built.  
No production cars were ever made.  
A multi-fuel internal combustion engine  
drove a generator that powered two electric  
motors.

What was its claimed top speed? .....



**9/ 2015 Lada Vesta Sedan**

Was once Russia's best-selling car.  
1.6 litre 122 hp engine 5-speed gearbox  
Raced in FIA [World Touring Car Championship](#)

Max speed? .....



**10/ 2019 Aurus Senat Limousine**

4.4 litre twin-turbo hybrid V8 petrol engine  
plus an electric motor producing a total of  
590bhp. Weight 2700 kg. Putin's armoured  
Senat Limousine weighs 6200 kg!

Max speed? .....





**11/ 2022 Hishnik 6x6 Amphibious Truck**

A commercial enterprise - NOT a military vehicle.  
3769cc turbo-diesel 98 bhp engine  
5-speed gearbox Weight 4 tonnes.  
Speed in water 4.5 mph  
The 1.7 metre diameter tyres provide both flotation and drive when in water.

**12/ 2024 Avtotor Amber Yantar EV**

2-seater electric car. Five made to date.  
Same roof, windscreen, wiper system, doors and door mirrors as a Lada Vesta  
Believed to use under-floor lead-acid batteries (like an old milk float).  
Range 250 miles 160 bhp  
Planning to build 50,000 per year - really?

Max speed? .....

Max speed? .....

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**QUIZ RESULTS AT SCCON's CHRISTMAS GET-TOGETHER**

Everyone was asked to add up all their guesses for the maximum speeds of the twelve Russian vehicles. The correct total was 1162mph.

'Fast' Eddy Timperley got 1165, but Nigel Cook was closer by 1mph with 1160 to win the prize of a bottle of 'Timekeepers' wine. It's a very cheap wine (sorry Nigel) but was chosen for its motor-sport-related name!

There wasn't time to do it on the night of the quiz, but a better way of marking the quiz results would be to add up how far wrong each individual guess was in miles per hour and to divide the answer by twelve. This would give each participant's average error, and when this was done, a new winner emerged. On average Brian Rattenbury's guesses were only wrong by 12mph with Fast Eddy next on 15mph.

Credit too to Rebecca Chinnery, who was the only person to guess two of the speeds exactly right.

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**QUIZ ANSWERS**

Q1 - 100mph, Q2 - 118mph, Q3 - 75mph, Q4 - 118mph, Q5 - 65mph, Q6 - 88mph,  
Q7 - 155mph, Q8 - 80mph, Q9 - 112mph, Q10 - 155mph, Q11 - 31mph, Q12 - 65mph