

# November / December 2025

# SPOTLIGHT

Newsletter of the Sporting Car Club of Norfolk



## Contents

Chairman's Introduction

SCCON's Christmas Get Together

The Rixy Stages Rally 2025

SCCON Grass Autotest at Snetterton 25th August

Stage Rallying Round-up

Abingdon CAR-nival Stages

John Hickling Memorial Stages Rally

Mewla Rally (Epynt)

Colin Ellmore Memorial Rally

Younger members for SCCON

The Roger Albert Clark Rally 2025

SCCON Brecks Micra Challenge Stubble Autotest

Obituary - Deryck Allen

SCCON in the Wattisfield Trial

Obituary - Stuart Turner

Motor racing photo of the month !!!

The Drystone Rally is back

Cartoon - not car-related this time

Eastern Counties Motor Club Mince Pie Run

Martin Newson

Committee

AMSC

Organising Team

Darren Styles

Words by Al

Editor

Dave Bell / Peter Riddle

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WSMC

Peter Riddle

Jonathan Elsey

Mid-Derbyshire Motor Club

Theycantalk.com

ECMC

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## Chairman's Introduction

Hello everyone. Many of you will know that I had a car accident and a bump on my head on 19th August, but I'm still here and still involved with SCCON though I'm not allowed to drive at the moment; some days are better than others. Thanks to all of you who sent me good wishes and especially to Bryan Tooke who made multiple visits to see me in hospital.

We're coming to the end of the year so I want to thank all of you who have helped in the running of the club and its events which have always been friendly and enjoyable. Without your support we wouldn't have a club.

Finally I'd like to invite you all to SCCON's traditional Christmas get-together at the White Horse on Thursday 18th December. We'll have our own private room with a free buffet.

Martin Newson, Chairman

# SCCON

## 2025 Christmas Get Together

Thursday 18th December at the White Horse, Trowse



**MEMBERS, FRIENDS AND FAMILIES - OUR LAST CLUB EVENT for 2025 is  
THURSDAY 18th DECEMBER AT THE WHITE HORSE TROWSE. 7.30 - 10.00 p.m.**

**FREE BUFFET and A PRIZE RAFFLE**

**THANK YOU ALL FOR YOUR HELP AND SUPPORT DURING 2025**



# THE RIXY STAGES RALLY 2025

SCCON is supporting the Rixy Stages Rally again in 2025. Held in memory of long-time SCCON member Ian (Rixy) Rix, who was well known for his superbly-prepared Rix Engineering Ford Escort MkI and MkII stage rally cars. Marshals are needed and you can register via the link on this page: <https://rixystages.co.uk/marshals>

There will no doubt be quite a few SCCON entries too.

**19**  
**OCT**  
19:00 HRS

**SUPPLEMENTARY REGULATIONS PUBLISHED**  
**MARSHALS' REGISTRATION OPEN**



At the Stanford Training Area (STANTA), nr. Thetford, Norfolk



ENTRIES  
OPEN

**26**

OCTOBER  
19:00 HRS

OUR SPONSORS

- ✓ Multiple stage layouts within a single venue
- ✓ 100% tarmac stages
- ✓ Fast flowing sections
- ✓ Technical roads through on-site villages
- ✓ Maximum entertainment for competitors
- ✗ No spectators allowed

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## SCCON Grass Autotest and PCA at Snetterton on 25th August

This event had been planned as an AMSC Autosolo Championship event, but very late in the day, SCCON was informed by Snetterton Circuit that the tarmac areas we'd been scheduled to use were no longer available.

They offered us their grass camping area instead, so the Autosolo was cancelled and a grass Autotest was run instead. Motorsport UK were very helpful in re-arranging the permits on the Friday before the event. Several competitors with cars prepared for tarmac withdrew and had their entry fees refunded, but the competitors shown in the results below enjoyed a good day of grass-roots motor sport. Well you can't get any more grass-roots than that can you?



Rosa Hopper's Toyota Starlet and Dave Saint's Skoda Fabia

SCCoN Grass AutoTest & PCA						
Moday 25th August 2025						
Car	Driver	Car	Class	Total	O/A	Awards
10	James Tilley	Daihatsu Sirion	D	304.0	1	1st
1	Robin Lines	VW Lupo	D	321.7	2	2nd
18	Harry Fenton	Nissan Micra*	D	331.0	3	3rd
21	Dick Lines	VW Lupo	D	336.1	4	
15	Jim Bowie	Nissan Micra*	D	344.5	5	
17	Ian Thompson	VW Golf	D	348.4	6	
4	Dominic Pearson	Toyota Yaris	D	349.1	7	
14	Ian Harley	Mazda MX5	D	352.3	8	
24	Jack Stanton	Toyota Yaris	D	355.4	9	
11	Ashley Hudson	BMW 318i	D	359.0	10	
16	Rosa Hopper	Toyota Starlet	D	370.8	11	
13	Craig Bennett	Nissan Micra*	E	321.8	1	1st
12	Dave Shaggy Saint	Skoda Fabia	E	324.8	2	2nd
19	Callum McCormick	Toyota Yaris	E	338.5	3	3rd
2	James McDougall	Rover 25	E	340.5	4	
27	John Mace	Nissan Micra*	E	342.5	5	
22	Anna Baker	Rover 25	E	348.2	6	
6	Mike Lacey	Nissan Micra*	E	351.1	7	
3	Ellen White	Nissan Micra*	E	351.7	8	
26	Oliver Miles	Nissan Micra*	E	354.3	9	
5	William Moore	Renault Clio*	E	368.7	10	
23	Thien Clare	Nissan Micra*	E	375.0	11	
25	Nigel Steggle	Renault Clio*	E	405.2	12	

This feature just missed the publication date for the September /October issue of Spotlight

## Stage Rallying Round-Up from Jon Bray / Darren Styles

As the dark nights have started to draw in, here is an update of our rallying over the summer....

### Abingdon CAR-nival Stages 2025 - 8th June 2025

Carnival Stages at Abingdon, a decent turnout of SCCON crews, but not the most exciting event, a very fast blast round the airfield wasn't the best for the ZR but we had a chuckle and didn't break anything.



A good day out though, but not a good journey home with traffic and road closures being a pain!

SCCON Results (Out of 97 entries)

Car no.	Crew	Car	Overall	Class
41	Dale Lawson / Andrew Lawson	MG ZR	20th	3rd
74	Dan Wright / Joe Annison	Ford Fiesta XR2	41st	8th
60	Jon Bray / Darren Styles	MG ZR	52nd	2nd
80	Brian Marquis / Stuart Delf	Peugeot 106XSi	60th	4th

### John Hickling Memorial Stages Rally - 3rd August 2025 (77 entries)

During July we hatched a plan to enter the Mewla Stages on Epynt, I'll come back to that..... but first was a return to Fulbeck, and the John Hickling Memorial Stages..... Back in May we had a brilliant day at Fulbeck, recent changes to the car had found more power, myself and Jon felt comfortable going back and were looking forward to it.



Stage 1 went well, with a top 3 time in our class and some highly spirited driving! Stage 2 was where it all fell apart, after the final split, we clipped a rock that had been pulled out by another competitor and then hit the bank on a fast open square left, with the car on 2 wheels and at speed, all looked good when it landed as we took to the grass run off..... which rapidly became a big ditch. Cue front end stoved in, rear of the car in the air and a small amount of choice language as we were royally stuck.

We had to wait to be towed out, but limped it back to service. At this point things didn't look great, but with the help of James Rudd and John Styles the ZR was patched up and checked for safety, a restart time was gained and out we went..... after a steady run through stage 3, we did press on a bit and made it to the end, but the time loss meant we were way out of anything that would resemble a result.



While sat in service, we found out we had been bumped up from reserve to getting an entry for The Mewla..... less than 3 weeks and a lot of work to be done. We hatched a plan and met up mid week, Jon Bray on pointing duty, me providing the humour and John Styles using some common sense..... and after a couple of attempts at getting it straight and sourcing parts we had a car ready to take to Wales.....

John Hickling Memorial Stages - SCON and East Anglian crews

Car no.	Crew	Car	Overall	Class
16	Damian Long / Oliver Marshall	Escort MkII	4th	2nd
40	Duncan Christmas / Laura Christmas	Toyota GT86	25th	10th
41	Jon Bray / Darren Styles	MG ZR	43rd	8th

## Mewla Rally (Epynt) - 24th August 2025

The Mewla..... Wow, what a place, I've been to Epynt as part of Rally GB in years gone by, and to go there and compete was nothing short of brilliant.

8 stages lay in wait ranging from 4 miles to 11 miles long, a closed road section and some of the biggest baddest looking sheep you will ever see! Our goal was to finish. I'm happy to admit I was more nervous on the day of the event than back at my first rally last year, lots to think about: timing / tulips / road sections and pace notes....

All was going well, we played ourselves in sensibly, and had started to find a rhythm that worked. The notes were becoming more familiar and Stage 5 was really good: 11 very fast miles that went by very quickly, sadly that was as far as we would go, fuel pump failure saw us stop on the road section to stage 6 so an early finish was all we came away with.



## Colin Ellmore Memorial Stages Rally - 7th September 2025

Next up was Lincoln Motor Club's Colin Ellmore Stages at Blyton, which had ten relatively short stages of 3.5 to 4.4 miles. All we wanted was to finish! And we did, the battle for the class podium was tight all day, Jon Hudson in his lovely Micra was off and away out front, but we fought hard and came away with 2nd in class, more decent AEMC points and not a mark on the car!

Car no.	Crew	Car	Overall	Class
41	Jon Bray / Darren Styles	MG ZR	31st	2nd
48	Brian Marquis / Stuart Delf	Peugeot 106XSi	37th	4th

Darren Styles September 2025



## YOUNGER MEMBERS FOR SCCON

An Artificial Intelligence programme was asked:-

*"Our motor club would like some younger members. Please write an advert."* It replied:-

*Looking to add some excitement to your life? Join our motor club!*

*We are a group of like-minded individuals who share a passion for cars. Whether you're a seasoned pro or just starting out, we welcome all levels of experience.*

*Our club is looking for younger members who want to get involved in the world of motorsport. We offer a variety of events throughout the year, from track days and autocross races to scenic drives and group rides.*

*Not only will you have the opportunity to meet new people who share your interests, but you'll also have access to a wealth of knowledge and resources from our experienced members. So what are you waiting for? Come join us and rev up your social life!*

*Perhaps Spotlight doesn't need an editor !!!*

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## The 2025 Roger Albert Clark Rally 20th to 24th November

The biennial Roger Albert Clark Rally (the RAC) is running this year, starting from Carmarthen. You can get details about the event at:

<https://racrmc.org/roger-albert-clark-rally/index>

The five-day-long event includes 310 miles of special stages, which rather shades most of the events in the World Rally Championship. Last year's Monte Carlo Rally had 201 stage miles and this year's had 215 miles.

Maidstone & Mid-Kent Motor Club's Liz Jordan, came to Hethel in April to assist SCCON during our MSUK Disabled Driver Scholarship selection event. She will be competing on the 2025 RAC with Tim Mewett in his Astra GSi

And Kings Lynn and District Motor Club's Dave Smalley, well known to SCCON as a regular competitor on our 12-cars is navigating for Dale Glover in his Alfasud Ti.



The RAC Rally 2023. - SCCON's Aaron Rix and Abi Haycock won their class (Class J2) by five minutes & finished an excellent 37th overall (of 155 entries) in Aaron's 1400cc Escort MkII 4-door



## SCCON's 'The Brecks Micra Challenge' Stubble PCA

Saturday 11th October 2025

Due to the generosity and hospitality of Chris Abrey and Sarah Banham, SCCON was able to run another Micra Challenge event on a large stubble field at Illington. Only Nissan Micras were allowed to compete. As well as providing the venue, Chris and Sarah served up a beef-burger barbecue with tea, coffee or beer after the event in Chris's very impressive (and very large) garage. His garage and his cars were the subject of much envy from SCCON members. After the event, we left Chris with the job of harrowing the autotest site to remove the ruts we had created and get the field ready for its next crop of onions.



Car no.	Driver * = U18	Car	Class	Total	O/A
15	Allen Copeman	Nissan Micra	D	192.0	1
13	Peter Riddle	Nissan Micra	D	201.8	2
6	Dave Saint	Nissan Micra	E	187.3	1
8	Robin Lines	Nissan Micra	E	192.5	2
14	David Lewis	Nissan Micra	E	192.5	3
3	Callum McCormick *	Nissan Micra	E	193.4	4
7	Carly Taylor	Nissan Micra	E	194.2	5
21	Matthew Mantle	Nissan Micra	E	195.6	6
11	Eleanor Price	Nissan Micra	E	198.2	7
16	Chris Cockrell	Nissan Micra	E	198.7	8
18	Bryan Swaddling	Nissan Micra	E	198.9	9
9	Dick Lines	Nissan Micra	E	199.1	10
5	Ian Thompson	Nissan Micra	E	200.8	11
1	Dan Pearson	Nissan Micra	E	202.7	12
22	Diane Mantle	Nissan Micra	E	204.8	13
20	Edward Aldous *	Nissan Micra	E	207.0	14
10	Simon Price	Nissan Micra	E	209.0	15
2	Danny Richards	Nissan Micra	E	212.2	16
19	Mick Beauchamp	Nissan Micra	E	212.9	17
4	Oli Dennington-Price	Nissan Micra	E	214.3	18
12	Aidan Price *	Nissan Micra	E	215.9	19
17	Tanya Cockrell	Nissan Micra	E	223.8	20



Congratulations to the class winners and it was very fitting that Dave Saint achieved fastest time of the day because he had brought all the SCCON Micras from Snetterton to Illington for this event.



Thanks to Eleanor Price for the photos that show the space available at this excellent site

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## **Deryck Allen**

It is with regret that I have to inform you all, that Mr Deryck Allen, former SCCON member, sadly passed away on Thursday 18th September after a short and very sudden illness. His wife Rosie asked that your club members should be made aware.

From Adrian Carnill, former Eastwood & District Motor Club member and stage rally navigator to Deryck.

The following memories of Deryck were posted on Facebook.....

### Neil Parsons

I am deeply saddened to hear this. Deryck was a good friend to SCCON during a difficult time: both he and Rosie worked tirelessly to ensure the club survived a financial crisis. I have fond memories of Deryck in his Sunbeam Talbot. RIP.

### Peter Morgan

Very sad to hear. I did a couple of events with Deryck in Rosie's Astra.

### Peter Riddle

Thank you Adrian, for letting SCCON know. Deryck and Rosie were SCCON committee members in the 1990s and they organised the very first SCCON event that I competed on. It was the K-Trailers 12-car that I tackled in 1992 with Dave Bell in his beige RS2000 MkII. My condolences to Rosie and their wider family.

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## **Wattisfield Trial - WSMC 5th October 2025**

Their classes weren't all that well supported but nevertheless SCCON members achieved the following creditable results.

1st in class 1      Robin Lines      VW Lupo

2nd in Class 1      Dick Lines      VW Lupo

1st in Class 2      Alan Rattenbury      Smart Fortwo

2nd in Class 2      Brian Rattenbury      Smart Fortwo

Helpful in trials is the Smart Fortwo's turning circle of only 6.95 metres (22' 10") which is even less than the Triumph Herald's 7.62 metres (25 feet). The Herald has been the British car with the smallest turning circle since its introduction in 1959. By comparison, the VW Lupo's turning circle is 10.2 metres (33' 6").

After 7 rounds Dick Lines was leading the 2025 AMSC Trials Challenge with 82 points from his son Robin Lines on 81 points.

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# Stuart Turner

1933 - 2025



Stuart Turner, one of the most influential people in British motor sport, died in September.

He was a rally navigator of the highest calibre and his many successes include the following results before he took over the management of BMC's Competitions Department at Abingdon.

1958 RAC Rally (held in March)	2nd overall with Ron Gouldbourn in a Standard Pennant
1958 British Rally Championship	Champion navigator with Ron Gouldbourn in a Triumph TR3
1959 Mini Miglia National Rally	1st overall with Pat Moss in an 850cc Mini
1959 British Rally Championship	Champion navigator with John Sprinzel in a Frogeye Sprite
1959 Liege-Rome-Liege Rally	12th o/a, 1st in class with John Sprinzel, Speedwell Sprite
1959 RAC Rally	8th o/a with Wolfgang Levy in an Auto Union 1000 Coupe (would have been an outright win but for a penalty due to a road blocked by snow at Braemar)
1960 Express & Star National Rally	1st o/a with Tommy Gold, Austin Healey Frogeye Sprite
1960 RAC Rally	1st overall with Erik Carlsson in a Saab 96
1961 Monte Carlo Rally	3rd in class with John Sprinzel, Austin A40.
1961 Rally of Poland	12th o/a, 2nd class B with Derek Astle, Austin Healey 3000

Stuart was a trainee accountant when he accompanied his sister on a car rally, sitting in the back seat of her boyfriend's Rover 14. That sparked his interest and he began competing as a navigator. He became the editor of North Staffordshire Car Club's magazine and his first book 'Rallying' was published in 1960. His writing style and his rally successes led to him being offered the job of Rallies Editor of the weekly newspaper Motoring News where he soon adopted the nom de plume 'Verglas'. In late 1960, Stuart conceived the idea of the Motoring News Road Rally Championship, persuaded his boss Wesley Tee to support it, gained approval from the RAC, and that super-competitive series of night time quasi-road-races on public roads began the following year. It would run from 1961 to 1987.

In 1961 the British Motor Corporation needed a new rally manager to replace Marcus Chambers and, after being recommended by Pat Moss (Stirling's sister), Stuart was given the job when he was only 28 years of age. He persuaded BMC to aim primarily for outright wins and he focussed their development efforts on only two of the many cars that BMC had been rallying. They were the Austin Healey 3000 and the Mini.



From late 1961 to the end of 1965, the Healey 3000 won the GT class in three quarters of 32 international rallies entered under Turner's leadership. This included SCON member Donald Morley winning the Alpine Rally for the second time in 1962. Big Healeys had gained one outright win and three class wins on previous Liège-Rome-Liège Rallies which were road-races on public roads lasting four days and nights with no overnight halt! Rauno Aaltonen and Tony Ambrose then won the incredibly tough 1964 Spa-Sofia-Liège Rally outright. The Healey 3000 nearly won the RAC Rally too, coming second three times. But the Mini was being developed into a fast, if not always reliable, rally car and after Paddy Hopkirk and Henry Liddon won the 1964 Monte Carlo Rally in their 1071cc Mini Cooper S, Turner focused BMC's efforts on that car.

Having worked as a journalist, Turner had an eye for every opportunity to promote British success, so Paddy's Monte-winning Mini was shipped back to England in a British United Air Ferries, Bristol Superfreighter aircraft, and it was then displayed (accompanied by Paddy and Henry) on the stage turntable for the finale of the Sunday Night at the London Palladium TV show hosted by Bruce Forsyth. That show reached nearly 10 million households, so the publicity value for BMC's Mini was immense. He also got the Beatle Ringo star to take part in a photo shoot when Stuart gave him a lift in one of the Monte Carlo Rally Mini Coopers. Ringo needed to catch up with the other Beatles who were on their way to America.



Ringo Starr with a Monte Carlo Mini Cooper S

Turner was an excellent strategist, meticulous in his planning, and he wanted everything to be the best: the fastest, best-prepared cars, the best service arrangements, the best mechanics and the best drivers and navigators. Having rallied with Swede Erik Carlsson and experienced his car control on snow and ice, he recruited the Finns Timo Makinen and Rauno Aaltonen to join Paddy at BMC and they re-paid him handsomely: Timo won his class in a Healey on the snowy 1963 Monte Carlo Rally with the brave Christabel Carlisle (now Lady Watson) navigating for him. He went on to win the very snowy 1965 Monte Carlo Rally in a 1293cc Mini Cooper S with Paul Easter co-driving. Timo was the only driver with no road penalties and was fastest on all but three of the long special stages, beating Eugen Bohringer's Porsche 904 by nearly twenty minutes. Turner called it "possibly the best rally drive of the 20th century" and he is shown with the winning car (AJB 44B) at the start of this tribute.

Rauno won the 1965 European Rally Championship driving Mini Coopers with Tony Ambrose navigating. They sealed the championship by achieving the only win by a Mini on the RAC Rally of Great Britain.

Works Minis finished 1st, 2nd and 3rd on the 1966 Monte Carlo Rally but, along with Ford's Lotus Cortinas, they were all disqualified for a lighting infringement.

The 'winning' Mini's power-train was dismantled and inspected for eight hours before the car was penalised for using single filament headlamp bulbs. BMC had asked if they were OK before the rally and they'd passed scrutineering. The Mini's lights could have been inspected without any dismantling, but the French didn't believe the cars were 'showroom spec.' as required by the event's regulations. Pauli Toivonen's winning Citroen DS21, that wasn't disqualified, was registered in France, so should have had yellow lights, but they were white.

Turner gained a lot more publicity over the disqualification than if a Mini had won the rally. And Mini Coopers won a further eight international rallies in 1966, before achieving the perfect riposte to the Monte organisers when Rauno Aaltonen and Henry Liddon won the 1967 Monte Carlo Rally in their Mini Cooper S by just 12 seconds from Ove Andersson's Lancia Fulvia.

Turner could see that the Mini was reaching the end of its development potential and BMC had no plans for a rally car to succeed it. So in 1967 he moved to Castrol as their Deputy Publicity Manager where he would oversee the launch of Castrol GTX oil. Castrol was a major supplier to BMC so it was an amicable move that allowed Stuart to spend more time with his family.

SCCON's Jack Sears planned and reconnoitred the route from London to Bombay for the 10,000 mile long 1968 London to Sydney Marathon rally. And Jack asked Stuart Turner to join the organising committee, a role that he readily accepted.

During the event, Stuart's undiminished enthusiasm for rallying was apparent and in early 1969, he was recruited by Walter Hayes to become Ford's Competitions Manager based at Boreham Airfield near Chelmsford. Hayes is renowned as the man who persuaded Ford to fund the development of the phenomenally successful Cosworth DFV Formula One engine.

One of Stuart Turner's early events with Ford was the 16,000 mile long 1970 Daily Mirror London-to-Mexico World Cup Rally and he was allocated an initial budget of £40,000.

Ford were wary about running their twin-cam engines on low grade fuel in South America after Roger Clark's twin-cam engine had failed while he'd been leading the London-to-Sydney Marathon. So they prepared no less than seven Ford Escorts with 1834cc pushrod engines. Another stroke of Turner's genius was to team up the popular footballer Jimmy Greaves with Tony Fall in one of them. Jimmy was totally professional in his approach to the rally and he and Tony finished 6th out of 96 entries.

The rally was won by Hannu Mikkola and Gunnar Palm over an hour ahead of Brian Culcheth and Johnstone Syer's Triumph 2.5Pi, with Escorts also 3rd, 5th, 6th and 8th. The event gained a huge amount of publicity and Turner eventually spent £127,000. He said that, with that expenditure, he'd probably have lost his job if Ford hadn't won. Mikkola's winning car provided the stimulus for the Ford Escort Mexico production car built at Ford's AVO (Advanced Vehicle Operations) plant at Aveley in Essex. Turner managed AVO from 1972 until 1975. He ran a series of Rally Sport road-shows too, where he introduced Ford's rally drivers to motor club enthusiasts who were encouraged to ask them questions. Mostly held at Ford dealerships around the country, Turner had run similar road-shows for both BMC and Castrol. And in 1977 he co-founded and became a trustee of the British Motor Sport Safety Fund.

The Escort gained many more rally successes including winning the Safari Rally twice, a hat trick of RAC Rally wins for Timo Makinen, two RAC Rally victories each for Roger Clark and Hannu Mikkola, with Hannu's second win in 1979 clinching the World Rally Championship for Manufacturers for Ford. Hannu's team-mate Björn Waldegård won the 1979 World Rally Championship for Drivers with Mikkola only one point behind. By this time, Turner had been promoted to be Ford's Director of Public Affairs.

After the Escort Mark 2 ended production, Ford developed the RS1700T rally car that had a rear-wheel-drive platform under an Escort MkIII body style. And in 1981 they built the C100



sports racing car which absorbed a lot of Ford's motor sport budget but in Turner's words "never came close to winning a World Championship race". In early 1983, with neither car shaping up to be a world-beater, Walter Hayes asked Turner to write a paper on Ford's future in motor sport. After his submission had been reviewed, Turner was made Ford's Director of European Motor Sport where he wasted little time in cancelling the C100 project. He then considered the RS1700T that Peter Ashcroft, (Turner's successor as Fords Rally Manager) and John Wheeler wanted to convert to four-wheel-drive, but Turner rightly cancelled it.

Four designers were contracted to produce concepts for a new Group B Ford rally car and the ideas submitted by John Wheeler and Tony Southgate were combined into the design of the Ford RS200. But Ford didn't allocate unlimited funds to their motor sport programmes and the RS200 used developed versions of the RS1700T's engine, the same car's gearbox internals in a new front-mounted transaxle and many Ford Sierra parts. The Group B rules required 200 RS200s to be produced and they were built at Reliant's factory under the guidance of Mike Moreton. They passed inspection by the FIA on 31st January 1986 so Ford could get back into World Championship Rallying, but they'd missed that year's Monte Carlo Rally. 1986 wasn't a good year for Ford; the RS200's were fast but their RS1700T-based engines and gearboxes weren't reliable enough. Group B was cancelled at the end of 1986 so the RS200 wasn't able to show its potential in World Rallying. Some consolation was that Mark Lovell won the 1986 British Rally Championship in RS200s without winning a single event. On the Circuit of Ireland he had his RS200's gearbox changed eight times to enable him to finish 4th!

An Evolution version of the car with an improved engine and transaxle would have made the RS200 very competitive had Group B continued into 1987. Up to 20 of those cars were privately built and several were used in Rallycross where the RS200 became the car to beat, totally dominant in British and European Rallycross.

In 1983 Turner had written a paper that defined the Ford Sierra Cosworth that commenced production in 1986. Along with its RS500 version, it became a hugely successful racing car worldwide. After Group B was cancelled, Ford's Boreham rally team competed with the Group A Sierra Cosworth in World Rallying but, lacking four-wheel-drive, they only achieved one win by Didier Auriol on the 1988 Tour of Corsica. However, it was very reliable and achieved many successes in National Rally championships.

As a finale to his time at Ford, and knowing that four-wheel drive was needed to be fully competitive, Turner came to the fore again by conceiving the Ford Escort Cosworth and encouraging John Wheeler and Mike Moreton to build a prototype; its construction was outsourced from Ford so few people knew about it. He then pursued the unenviable task of persuading Ford's money men to back the project.

Turner retired from Ford in 1990 when he was 58 years old. The Escort Cosworth went on to win ten World Rally Championship events between 1993 and 1997.

Stuart Turner has authored more than twenty books and his autobiography "Twice Lucky, My Life in Motorsport" is a particularly good read. In retirement Stuart continued promoting motorsport, especially grass-roots events for the clubman and he was a highly sought-after and brilliantly funny after-dinner speaker. Back in 1976 he had been the guest speaker at SCCON's annual Dinner Dance held at the Hotel Norwich.

In 2009, the Motor Sport Association awarded Stuart the Prince Michael Award of Merit, their most prestigious award for services to British motor sport. Personally I'm disappointed that the British Government's honours system never recognised Stuart Turner for his achievements which are so much greater than many who have been given awards and knighthoods. Despite his many successes, Stuart was a very kind and modest man. His unwavering enthusiasm for motor sport will be greatly missed; he was a very special person.

Peter Riddle, October 2025

## Mallory Park - 18th October 2025

This stunning photo was taken by Jonathan Elsey Motorsport Photography



This scary accident occurred at Mallory Park race circuit on 15th October during the second 750 Motor Club's Ma7da race at that meeting. The race was a round of the 'JDM Plates Ma7da Championship' for "Seven-esque kit cars". All the cars must run a 1.8 litre Mazda MX-5 VVT engine and be fitted with Toyo R888R tyres. This is a faster race car specification than the original Locost racing series that continues to use Ford 1300cc cross-flow engines.

On lap one, Luke Mason's Locost made contact with the number 15 car driven by Matt Graux, and his car was launched into a series of very spectacular somersaults.

Photographer Jonathan Elsey described the accident as probably the most dramatic and frightening moment he'd ever seen through a camera lens.

Incredibly, and very fortunately Luke walked away from the accident virtually unharmed, only needing a few stitches in his legs. This was a great testament to MSUK's roll cage rules and to the 750 Motor Club for mandating a full cage rather than just a rear one. And Luke's car also had the optional side intrusion bar on the driver's side and a fibre-glass infill for the elbow cut-out on the driver's side of his Locost (Lotus Seven replica).

There is a recording of Luke's accident at 8mins 30 secs on this video:-

<https://www.youtube.com/watch?v=N-FUcdFTfUU>

And and a dash-cam video here:-

<https://www.youtube.com/watch?v=B4xvzuN76eA>

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# Mid-Derbyshire Motor Club

## The Drystone Rally - November 29-30th

Join us for an exciting celebration as we mark our 75th anniversary with the much anticipated revival of the iconic Drystone Road Rally in November 2025. After a long hiatus since 2001, this thrilling event promises to deliver an adrenaline rush on the roads of Derbyshire. Don't miss your chance to be part of this historic event.

### Entries are live

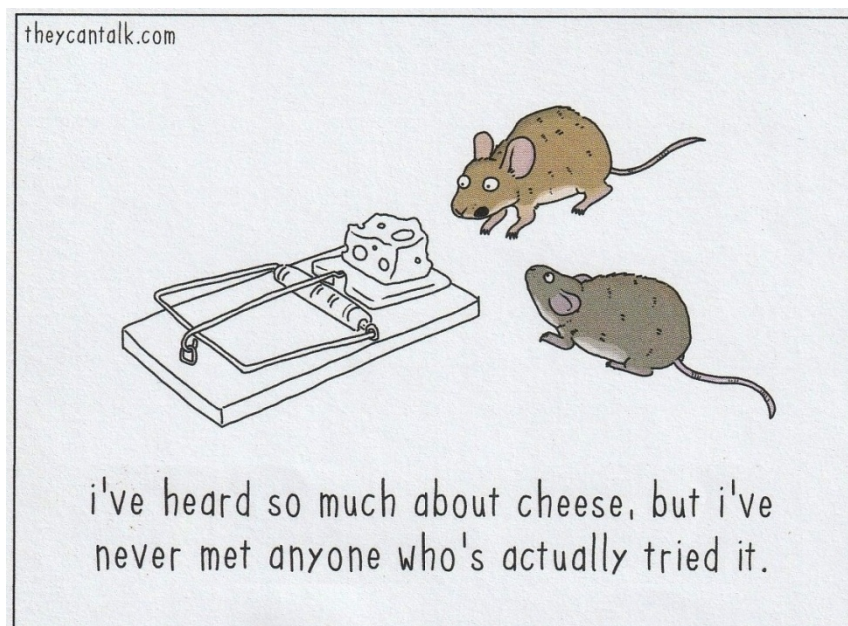
See the regs at: <https://www.mid-derbyshire-mc.co.uk/the-drystone-road-rally>

### Marshals are required

As with all events, success depends greatly on the dedication and support of our volunteer marshals. We rely on a substantial team to ensure that everything runs smoothly and safely for all participants. If you are available to assist as a marshal on the night your help would be greatly appreciated and you'll receive a complimentary goodie bag. Please get in touch with either Dennis Cooke or Katie Lancaster at [drystonemarshal@mid-derbyshiremc.co.uk](mailto:drystonemarshal@mid-derbyshiremc.co.uk) or phone 07836 - 557297



SCCON's Dave Bell and Peter Riddle heading for a class win and top ten result on the 1995 Drystone



## Eastern Counties Motor Club - Mince Pie Run



**Mince Pie Run**

**Gear up to Christmas with the ultimate festive motoring adventure - a merry mash-up of a car run and treasure hunt.**

**Expect mince pies, festive outfits, and a whole lot of fun as we explore the Suffolk coast in true Christmas-style.**

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

**Saturday 20 December 2025**

Join us for a relaxed and festive drive along the Suffolk Coast on the morning of Saturday 20 December! Starting at Seckford Hall Hotel, Woodbridge and finishing in Aldeburgh, this Touring Assembly is open to all vehicles – whether you're in a classic, something quirky, or your everyday car.

There's no timing, just a scenic route and a chance to get Christmassy with fellow enthusiasts, friends, and family. Expect a few festive surprises along the way, including mince pie challenges and code board hunts. Navigation is simple and fun, with a choice between a tulip road-book or self-plot.

Entry is just £10 per car (a car-full of passengers and well-behaved dogs welcome!), and we'll wrap up the day with fish & chips in Aldeburgh.

For more information, please find the event regulations here:

<https://www.dropbox.com/scl/fi/23sxxgzjey1rlqi7kud9je/Mince-Pie-Run-Regulations-Saturday-20-December-2025.pdf?rlkey=5fbl1k151xyaizbwby5np5pgb&st=oav8daga&dl=1>

Entries can be made at: <https://form.jotform.com/252936430937363>

We hope to see you there - ECMC