

November / December 2026

SPOTLIGHT

Newsletter of the Sporting Car Club of Norfolk



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SCCON Chair's Message

With only ten weekends to go until the festivities arrive, 2026's Autosolos and Autotests are wrapped up, with Trials, 12-cars and Stage Rallies arriving on the scene. SCCON's last Autosolo of the year at Snetterton attracted a great entrant number, as well as celebrations of the club's 75-year anniversary. A huge thank you to all club members who attended on the day. There are two stage rallies before 2026 ends - the all-new Brum Brum Stages at Santa Pod on 28th November and the Rixy Stages is taking place again this year on 30th December. Some great events to get involved in, whether as a competitor or marshal. You'll also see in this edition we have our Christmas Natter & Noggin arranged - it will be great to see you there!

Craig Bennett



SCCON David Leckie Lyng Trial A StreetCar and Taster Event

Sunday 15th November 2026



Howard Joynt and David Leckie competing in Howard's Marlin Roadster on an Eastern Counties Motor Club trial at Seckford Hall in 2020.

Marlin Roadsters were kit cars made in Plymouth between 1979 and 1993.

SCCON is running the David Leckie Lyng Trial at Cadder's Hill, Lyng, Norfolk on Sunday 15th November.

The event is a round of the Anglia Motor Sport Club 2026 Trials Challenge.

SCCON's annual trial is now named in memory of David Leckie who died in 2023. David was a director of the Sporting Car Club of Norfolk Limited for 25 years and he ran SCCON's Annual General Meetings over that period. He was SCCON's Health and Safety Officer from 2011 until 2023 and he organised the P & H 12-car rally for novices from 2010 to 2022, and the Lyng Trial from 2009 onwards so the trial as we know it today, was very much David's event.

We welcome entries for the Lyng Trial and a few of SCCON's Nissan Micra K11 cars are available on loan. If you aren't entering, please come along and help to run the event as a marshal. If you haven't done it before, you'll be put with an old hand who will guide you.

More information and the regulations are available on the SCCON web-site at:

<https://www.scccon.co.uk/html/clubmans/2026clubmans.html?tab=5>



 **motorsport uk**
Rallying for Everyone



THE FINAL TWO ROUNDS!



ROUND 5 • KLD MC



WEDNESDAY
4 NOVEMBER 2026



Start/Finish: GREAT MASSINGHAM

ROUND 6 • SCCON



FRIDAY
20 NOVEMBER 2026



Start/Finish: WENDLING

TWO CLUBS. ONE GREAT SERIES.

KLDMC 12 CAR RALLY 4th November 2026

Organised by Paul and David Smalley

Wednesday 4th November

A round of the Norfolk 12 Car Series

Open to KLDMC, SCCON and all other AMSC club members

Start and finish at Great Massingham Social Club

Map 132 ref. 7975 2325

Post Code PE32 2HU

Approx 52 miles on some of Norfolk's finest roads

Entry fee £20.00

Map 132 revised August 2021 required

Novices can have their instructions 1 hour before
their start time to allow them to pre-plot

If you require on-the-night insurance cover, please let us
know ASAP as it can be arranged via Motorsport UK at a cost
of £60 per car

For entries: <https://kingslynndmc.co.uk/norfolk-12-car-series/>

Food will be provided at the finish for competitors and
marshals while the results are being finalised

Marshals are required for 8 Time Controls and manned
passage checks – if you can assist, please email

paul.smalley@kier.co.uk

Options Glazing 12-car Map Reading & Navigation Event - 20th November 2026



Julian Riley in his 12-car winning Saab 96



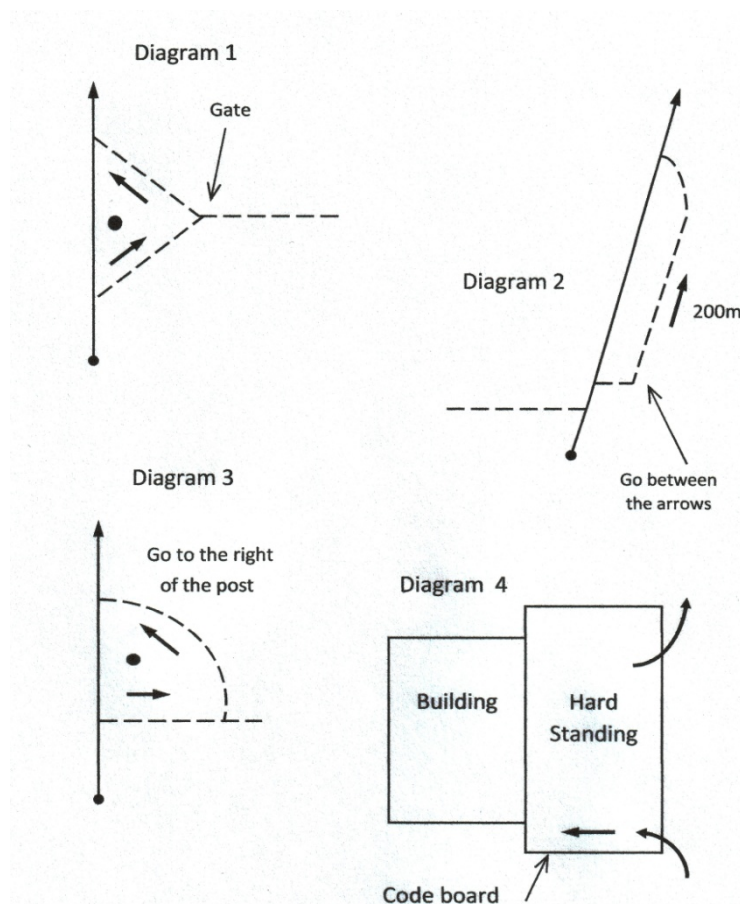
Ayrton Senna's Van Diemen RF81

This is the final event of the SCCON / KLDMC 2026 12-car Series

It has a very lightly populated 55-mile route starting from Wendling Village Hall. It should be enjoyable to drive and almost any car is suitable. Crews will follow the route on O.S. 1:50,000 map numbers 132 and 144, and will also be given some diagrams to be followed in order to find some of the code-boards. See below for some typical examples. The navigation will include the locations of every diagram.

The sponsor is Options Glazing. When they moved to Snetterton in 2019, they occupied the unit where the restoration of Ayrton Senna's first UK racing car had just been completed. Full details of how to enter or marshal are on the club's web-site at:

<https://www.sccon.co.uk/html/12car/202612car.html?tab=6>



SCCON

2026 Christmas Get Together



MEMBERS, FRIENDS AND FAMILIES - SCCON's LAST SOCIAL EVENT FOR 2026
THURSDAY 10th DECEMBER AT THE WHITE HORSE TROWSE. 7.30 - 10.00 p.m.
FREE BUFFET, A PRIZE RAFFLE AND A SIMPLE QUIZ (20 motoring faces to identify)



THANK YOU ALL FOR YOUR HELP AND SUPPORT DURING 2026

New SCCON-Branded Clothing and Merchandise

Ideal Christmas Presents for that special person



A big thank you to our membership secretary Jon Fry who has arranged for a local company to provide SCCON-branded clothing in the club's traditional royal blue. The range is available with a choice of four badges from:-

Kit Factory, Unit 5, Game Meadow, Brick Kiln Lane, Swainsthorpe, NR14 8PY
They are open:- Monday to Friday 9-00am to 5-00pm. Phone 01508 - 471820
There's some info about their staff at: <https://kitfactory.com/about/>

Currently available to order are:-

100% cotton polo shirts for men or women, padded bodywarmers, 100% cotton hoodies, hi-viz tops and baseball caps, and there will soon be a travel mug too. The polos, bodywarmers and hoodies will have embroidered badges.

Place your orders on Kit Factory's web-site at: <https://kitfactory.com/sccon/>

NEW SCCON STICKERS

New circular SCCON stickers are now available in two designs - one is the traditional club badge and the other is to commemorate the 75th anniversary of the founding of our club. They are 100mm in diameter, they go on the outside of a car window and are £1-50 each. You can get them at SCCON events and at SCCON's Xmas Get-together.



SCCON's 75th Anniversary Autosolo & Autotest at Snetterton - 27th September 2026

On Sunday 27th September, SCCON held what must be the biggest and best combined Autosolo and Autotest that the club has ever run. The use of Snetterton was arranged by Howard Joynt and the event was planned and run on the day by Sam Carter in his role as Clerk of the Course. SCCON was originally offered part of the motor racing circuit for some of the tests and Sam designed them initially with one test at the western-most part of the circuit and one behind Tyrrells. And those tests were publicised with the Final Instructions. However, as late as mid-day on Friday, Snetterton withdrew permission for the use of any part of the circuit, though they did allow use of the motor race collecting area. So Sam had to do a last-minute re-design of three of the test layouts and he did it superbly, resulting in four large open tests that were very well received by the competitors. The test diagrams are on the next page.

The event was well supported with 25 marshals from several AMSC member clubs including Sarah Jane Mogford and Carl Harvey who had taken part in the Disabled Driver Scholarship selection event at the Lotus factory in 2025. Dom Pearson who won the Disabled Scholarship in 2024 was competing in his silver Toyota Yaris. SCCON's inclusivity also included newcomers Kim Lacey and Oliver Harris, entered in one of SCCON's Nissan Micra loan cars in the Production Car Autotest category and young driver Sophie Griggs drove her family's Ford Fiesta, also in the PCA category with her Dad, David guiding her round the tests.



Derek Nice & Sarah Mogford marshalling Test 1 start



Newcomers Kim Lacey and Oliver Harris



Sophie Griggs and her Fiesta



Sophie negotiating cone 17 during Test 3

SCCON's fleet of Nissan Micra loan cars was supplemented by the Renault Clio 1.2 that was donated to SCCON by long-time club member Trevor Addison. The Renault was allocated for Joe Murray and Charlie Lemme, both work colleagues of Sam Carter, for them to drive in the Autotest category.

Joe volunteered to help in the preparation of the SCCON loan cars and he looked after them during the day. He was rewarded by winning the Autotest category.



Here is Charlie Lemme driving SCCON's Renault Clio on Test 1
Snetterton's Scrutineering Bay is in the background

It was an open-gate event with spectators encouraged to come and watch; it was good to see a few people from SCCON's past, some of whom watched the event and some came to the get-together buffet in Tyrrells after the Autosolo had finished. Sara Riley, a previous Membership Secretary of SCCON came along with her husband Julian who achieved a fantastic 13th place in the 2019 Peking-to-Paris Motor Challenge navigating in Jamie Turner's 1275cc Morris Minor. Huey Saint, son of the late Dave 'Shaggy' Saint was there too. And Pat Ward, former Chairman of SCCON and Pat Fairhead both came to the buffet that was held to commemorate: 75 years of The Sporting Car Club of Norfolk, 60 years of West Suffolk Motorsport Club and 75 years of Snetterton Motor Racing Circuit. Pat who, with her late husband Henry Fairhead, sponsored SCCON's P & H Novice 12-car rally almost every year since 1989 is now in her mid-80s; she is about to give up her scrutineering and marshalling roles at Snetterton that she has continued to fulfil since losing Henry in 2021.



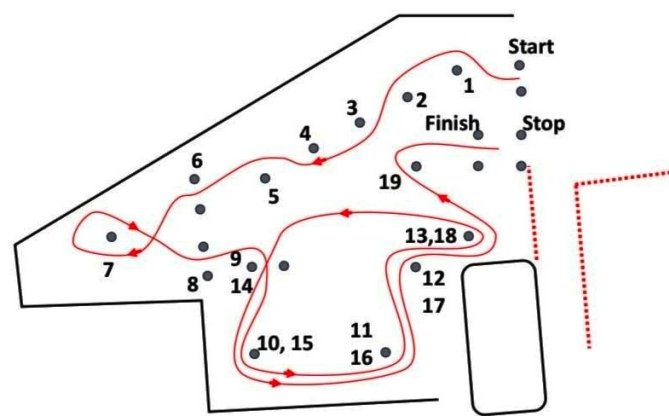
Andrew Lawson chats to Sara and Julian Riley



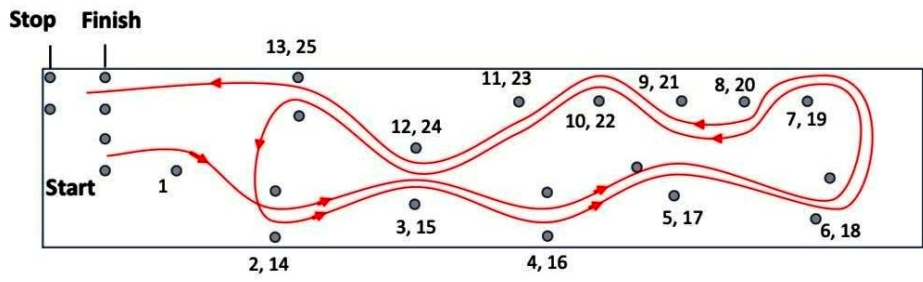
Pat Fairhead with Sean from Snetterton

The Final Test Layouts

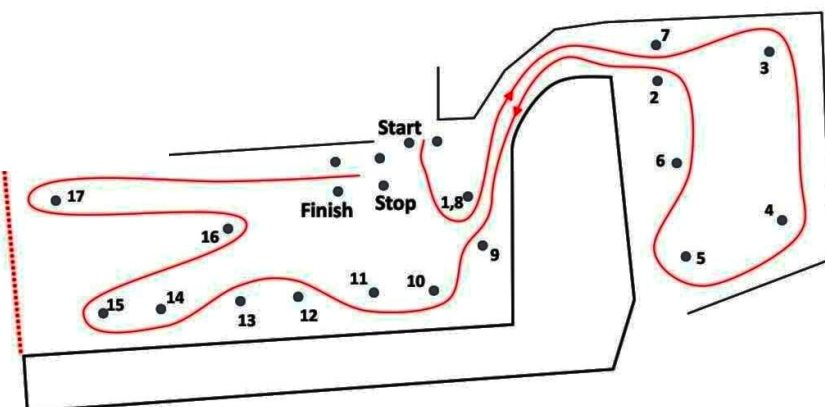
TEST 1



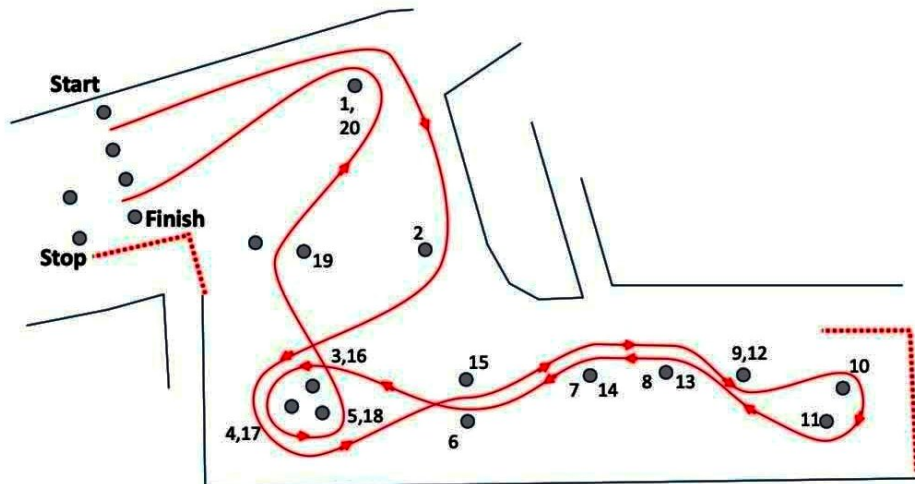
TEST 2



TEST 3



TEST 4



SCCON's Autosolo Snetterton 27th Sept 2026 - Fastest Time of the Day, Nick Skuse



Nick's Westfield with extra wrapping of his silencer for insulation of noise and heat



Nick Skuse in his Westfield SE 2.0 litre



Nick brought his brolly but didn't need it

SCCON's Production Car Autotest Sept 2026 - Fastest Time of the Day, Tom Sneddon



Tom Sneddon and his Dad in their immaculate fourth-generation Mazda MX5

SCCON's Autosolo and Autotest at Snetterton 27th Sept 2026 - the Class Winners



Alfie Bevan - Hillman Imp 998cc



Jonathan Stimpson - BMW 318ti 1895cc



Vini Cruz - Toyota MR2 1794cc



Neil Peterson - Westfield SEiW 1998cc



Joe Murray - SCCON Renault Clio 1149cc



Thomas Brown - SCCON Nissan Micra 998cc

A huge thank you to Mark Collen for these excellent action photos from Snetterton. All his photos from 27th September are on his Facebook page at 'Mark Collen Photography'.

There were quite a few family rivalries with Alfie Bevan beating his Dad Neil in their blue Imp, Tom Seddon beating his Dad Simon in their Mazda MX5, Fergus Lacey beating his Dad Mike in their BMW Mini Cooper, Thomas Brown beating his Dad Tony in their maroon Micra (loaned by SCCON) and Laura Christmas in her Toyota MR2 beating her Dad Duncan in his blue Vauxhall Corsa by the tiny margin of just 0.2 seconds. So on this event, youth beat experience every time!

SCCON's Autosolo & Autotest at Snetterton 27th Sept 2026 - more photos



Some rear views - Fergus Lacey



and Mike Lacey - Rover Mini Cooper



More rear views - Arran Larter - Citroen C1



and Hubert Sokolowski Honda Civic CRX



Pointing the way - Oliver Harris directing Kim Lacey



and Jonathan Sharp directing Ross Sharp



Smiling faces - Tom Sneddon with his Dad



and Helen Gaby with Laura Christmas



All arms and elbows - Andrew Scarlett



and Anne Jarvis with Duncan Christmas



More arms and elbows - Neil Peterson



and Geoff Hodge sporting his goggles



Richard Cash - in his pristine Mazda MX5



Paul Stanford - SCCON Nissan Micra



Tailpiece - Ian Thomson with his spare wheel rack



and Alfie Bevan saving some tyre wear

SCCON's 75th Anniversary Autosolo & Autotest at Snetterton on 27th Sept 2026 - Results

Class	Entry No.	Driver	Car	Colour	cc	Total time	Class Result	Overall Position	Awards
Autosolo									
A1	A5	Alfie Bevan	Hillman Imp	Blue	998	701.5	1	4	1st in class
A1	A1	Robin Lines	Austin Mini	Blue/white	1380	722.4	2	10	2nd in class
A1	A3	Neil Bevan	Hillman Imp	Blue	998	737.3	3	13	3rd in class
A1	A2	Dominic Pearson	Toyota Yaris	Silver	1299	754.8	4	16	
A1	A4	Arran Larter	Citroen C1	Red	998	782.5	5	23	
A1	A6	John Mealing	Rover Mini	White	1275	976.9	6	36	
A2	A7	Jonathan Stimpson	BMW 318ti	Silver	1895	719.4	1	7	1st in class
B	B17	Vini Cruz	Toyota MR2	Red	1794	712.6	1	6	1st in class
B	B12	Michael Armour	Toyota MR2	Black	1794	722.7	2	11	2nd in class
B	B13	Kielan Doo	Mazda MX5	Blue	1840	737.5	3	14	3rd in class
B	B11	Andrew Scarlett	Mazda MX5	Green	1598	769.0	4	18	
B	B19	Ian Thompson	Toyota MR2	Black	1794	787.2	5	25	
B	B16	Hubert Sokolowski	Honda Civic CRX	Red	1595	795.0	6	27	
B	B14	Rachael Candy	Toyota MR2	Black	1794	796.9	7	28	
B	B15	Ian Harley	Mazda MX5	Silver	1998	797.7	8	29	
C	C21	Nick Skuse	Westfield SE	Green	2000	689.9	1	2	FTD
C	C22	Neil Peterson	Westfield SEiW	Red	1998	703.5	2	5	1st in class
C	C23	Geoff Hodge	Caterham 7	Red	1600	782.5	3	23	
Autotest									
D	D34	Joe Murray	SCCON Renault Clio	Black	1149	764.9	1	17	1st in class
D	D32	Paul Stanford	SCCON Nissan Micra	Purple	998	781.3	2	22	2nd in class
D	D31	Chris Cockrell	SCCON Nissan Micra	Purple	998	787.2	3	25	
D	D36	Charlie Lemme	SCCON Renault Clio	Black	1149	828.2	4	32	
D	D33	Dan Pearson	Morris Mini Clubman	Maroon	1275	DNF			
D	D35	Richard Pearson	Morris Mini Clubman	Maroon	1275	DNF			
Production Car Autotest (PCA)									
P1	P41	Tom Seddon	Mazda MX5	Red	1998	665.8	1	1	1st in class
P1	P43	Simon Seddon	Mazda MX5	Red	1998	700.2	2	3	2nd in class
P1	P44	Laura Christmas	Toyota MR2	Red	1794	720.7	3	8	3rd in class
P1	P42	Duncan Christmas	Vauxhall Corsa	Blue	1389	720.9	4	9	
P1	P56	Richard Cash	Mazda MX5	Red	1998	735.1	5	12	
P1	P47	Jonathan Sharp	Lotus Elise	Grey/green	1796	776.3	6	20	
P1	P48	Mike Lacey	BMW Mini Cooper	Red/white	1598	896.6	7	35	
P2	P57	Thomas Brown	SCCON Nissan Micra	Maroon	998	749.2	1	15	1st in class
P2	P59	Tony Brown	SCCON Nissan Micra	Maroon	998	773.7	2	19	2nd in class
P2	P45	Anne Jarvis	Vauxhall Corsa	Blue	1389	777.7	3	21	3rd in class
P2	P54	Sally Landymore	Mazda MX5	Red	1998	813.9	4	30	
P2	P50	Fergus Lacey	BMW Mini Cooper	Red/white	1598	827.1	5	31	
P2	P46	Helen Gaby	Toyota MR2	Red	1794	834.0	6	33	
P2	P49	Ross Sharp	Lotus Elise	Grey/green	1796	891.3	7	34	
P2	P52	Sophie Griggs	Ford Fiesta	Maroon	1299	977.3	8	37	
P2	P55	Kim Lacey	SCCON Nissan Micra	Red	998	DNF			
P2	P58	Oliver Harris	SCCON Nissan Micra	Red	998	DNF			

The World Rally Championship 2026 - British Champions



Elfyn Evans



Scott Martin

2026 World Rally Champions - Driver and Co-driver

In what must be the closest finale ever to a World Rally Championship, Welshman Elfyn Evans (37 years old) and the 44-year-old Englishman Scott Martin beat the young Swede Oliver Solberg (25) and his British co-driver Elliott Edmondson (32) to become 2026 WRC Champions, both of them driving Toyota GR Yaris Rally 1 cars. Unlike SCCON's Autosolo and Autotest (see above), age and experience won the day over the younger crew. Nevertheless Solberg and Edmondson did win the concluding event of this year's championship: the Rally of Sardinia.

The battle for the championship went right to the penultimate corner of the final stage of the final event in the championship. On the Rally Italia Sardegna, to give its full correct name, Solberg was leading the rally going into the last stage. Elfyn was back in 5th place having had to change a punctured Hankook tyre on his front right wheel during the penultimate stage; he was stationary for 1m 45s. He'd also lost time early in the rally when he had to drive first on the road, acting as gravel cleaner for the cars behind him. This is something that Elfyn has had to do for most of 2026.

The FIA rules force the championship leader to run first at the start of every event, hence they always lose time on day one of any WRC gravel rally. This does help different drivers to win rallies and it makes for a much closer finish to the championship at the end of the year, but it isn't really fair is it? If the championship leader could choose where he ran and then the second and third place drivers chose in turn, the leader would probably want to run 3rd, 4th or 5th on the road and the next drivers would want to follow him (or her). Then the top three or four in the championship would all get very similar road conditions which would be much fairer.

The final stage in Sardinia was the badly rutted 7km long 'Power Stage' for which additional championship points would be awarded..... 5 for the fastest, then 4, 3, 2, 1 for the five best times on the stage. As long as both Elfyn and Oliver completed the stage, those extra points would decide the championship and, if they tied on points it would go to Solberg for winning three rallies versus Elfyn's two wins. So they both had to try their very hardest to beat each other - and not go off!

Elfyn ran before Oliver and although he achieved a good time, only beaten by Thierry Neuville's Hyundai i20 N and Sami Pajari's Toyota, he felt that he'd over-driven and had consequently lost a bit of time. Then it was Oliver's turn to drive the stage. The TV commentator speaking live said "For me, you are looking at the 2026 World Rally Champion", but that was the commentator's curse. Exiting the very next corner, a left-hander, Solberg went off into the undergrowth, and although he managed to drive through it and get back onto the track, his time for the stage was 8.7 seconds slower than Evans. Oliver gained no points on the power stage whereas Elfyn had scored three, so Elfyn won the championship with 243 points, with Oliver scoring 238.



Oliver Solberg going off on Stage 17. The stage is out of view to the right of this photo



Was Oliver Solberg trying a little bit too hard?



Evans - passes rocky outcrops towards a big drop

Elfyn's win made it as the first item on BBC TV's sports coverage on the 10 o'clock Sunday evening news. After finishing as runners-up for the past five years, he and Scotty are the first British WRC champions since Richard Burns and Robert Reid in 2001. SCCON sends congratulations to Elfyn and Scotty and to their families.

Peter Riddle October 2026

See also: <https://www.facebook.com/reel/1657937752531128>

Loughborough Car Club's Easylarity Lite – Daytime Regularity Rally

Saturday 26th September 2026



David and Ian at the start of Loughborough's Easylarity Lite Rally

As part of my re-introduction to rallying after contracting Covid, on the John Bloxham Rally in November 2024, and subsequently getting Long Covid, David Mann suggested we try the Loughborough Car Club Easylarity Lite Rally, which seemed a good idea. This was a 50 mile Saturday morning event for mainly Novices to give Newbies an idea of the intricacies of Regularity events, which seemed ideal.

David volunteered to trailer our MGC GT over to Leicestershire on the Friday evening so we did not have to get up at sparrows fart on Saturday morning to be there for Signing On at 8.30am onwards. The rally was organised by Andrew Duerden and Richard Egger both experienced folks, so it would be a no-nonsense event, so we hoped. A very comprehensive road-book was supplied with information for six Regularities with plenty of time to examine them before the 10.00am start. We started car 9 in a field of 10, seven Novices, the only crews eligible for awards, and three Experts like ourselves with a real mix of mostly modern cars.

All the Regularities were basically a Jogularity with variations on a theme with a time and distance schedule to be followed. The basic form of a Jogularity is a tulip type road-book but with the added complication of a time schedule to attempt to match. Reg A was a very detailed descriptive list of three pages specifying various features along the route in addition to directions to take instructions at junctions with a time schedule approximately every tenth of a mile with the helpful note that all ITCs will be a one of the features mentioned, all very straightforward. So off we went from MTC1 to the self start control about 300yards down the road. We set off on our self-start minute and I wrote down the time, all good so far. We kept to time and found the first ITC and handed over my Time card. The marshal handed it back with the time and three crosses in the spaces for our Reg start time, without a word! I had written the time down at the start, but it was on my check sheet and not on the Timecard, what a rookie mistake to make!! David and I both discussed the fact that as this was a Novice event and if we had been marshalling we would have gently pointed out to that the competitor had omitted to write their time on the Timecard. Thankfully, both Andrew and Richard had the correct idea and said not to worry they would sort it out, with a smile, which thankfully they did. When the provisional results were published we were given a time of 3hrs 9min 18 secs late at the final ITC of the Reg which was a new maximum for me and hardly correct and prompted a query from me, later to be revised to 18secs. So we dropped a +3 and +18 on the two ITCs.

Reg B was just like a Classic Run type tulip Jogularity again with ITCs at features. Although I have never been a fan of Jogularities when they are done like this it means you can compare your time to the ideal time directly so you know your early/late times without lots of adding and subtracting. We had -4 and +31 on these two.

This type of Jogularity is often used on the Championship events to define “long way round triangles” and also when farm tracks are used which are not on any map and can consist of visits into and around farm buildings and/or fields. Often with distances between junctions of 0.01 miles (17.6yds) which is not far at 30mph and can easily be missed.

Reg C was slightly more involved with a list of Tulips and a separate speed and time schedule so more paper juggling and with ITCs not at features. Very helpfully the Road-book included a map extract of the each of the routes, so after checking the extract route and the tulips matched I used the map, my preferred way to navigate. The speed and time schedule meant I should have used the Jogularity feature on the Brantz clock, but because I was using a map I automatically changed to the “normal” Regularity feature which was a mistake and made the job much harder for ourselves. Penalties on this one were +16 and +2

Here is a quick aside for those who are unfamiliar with these features. On a “normal” Regularity when the clock is stopped, it holds the time for 32 seconds while you record it, but starts counting again from zero for the next section. In Jogularity mode the clock stops for you to record the time, but carries on counting so it is easier to compare to the published time schedule when it restarts.



David and Ian en route in Ian's MGC GT

Reg D was a map extract with compass headings for various approach and departure directions of three junctions to be plotted, again with a separate speed, distance and time schedule at 0.2 miles increments. Having plotted the route and checked it with the extract at the back we set off. It was all at 28mph and there would not be an ITC for 3.2 miles, so the last two ITCs would be in the last four miles, but the schedule only covered six of them, so gently leaving crews on their own to keep to schedule of 28mph. The first of the two ITCs was not manned so just one penalty for the whole Reg gave us a +7, which I was pleased about.

Reg E was defined by clock face directions for junction departs, there were eight of them to plot and then check with the extract in the road-book. Again I used the map rather than follow the instruction sheet and managed to hopelessly lose my place on a long two mile yellow, eventually recognising where I was as we reached a junction on the edge of a village, no idea why just a lack of concentration I guess. This one gave us +18 and -2.

Last but not least, Reg F was a final challenge being identified as a “Benularity”. It was a list of mileages and times, but no speeds. There were just two instructions for two junctions over the 4.3 miles to the end of the Regularity. This made me very uncomfortable until I checked the potential route on the map extract. By interrogating the time and distance intervals it was possible to work out the speeds required, but it was a set of instructions I had not come across before. Apparently, it is often used on Continental events.

Something else the organisers took from continental events was timing “on sight” at ITCs, which was horrible. Our penalty on the one ITC was +3. To give you a feel for the discrepancy this produced, I stopped our clock at 12:19.02 while the marshal time was 12:18:53. It was quite a longish straight road under some trees and it was difficult to know whether the folks were walkers or marshals, and it took a little while to decipher, obviously they recognised us as competitors before we recognised them as marshals. It was a good job too otherwise our penalty would have been +12!

As of the time of writing the results are still provisional and currently, we are lying 2nd with 104, the leading Expert is on 77 and the 1st Novice and award winner is 3rd with 212.

Over the eleven ITCs on the event, my time and the marshal time recorded at the control were never the same, which would have caused havoc on a traditional HRCR Championship event. During the time Gill and I were running the championship and marshalling on all the events; one of the regular top navigators who arrived at our control and was given a time 1 or 2 seconds away from what he expected would say “you are in the wrong place”, which of course we weren’t, but some navs will try anything although this guy always said it in good humour.

So now David has suggested we do the next KLDMC 12 car on the 4th November, which will be very interesting as I’ve always had trouble with their navigation, but it will get me out in the dark. This is all good preparation for hopefully entering the first round of the HRCR Championship, the Dansport Rally in Derbyshire in February next year.

Thank you to Dave “Smiffy” Smith for the photographs, and more may be found on the Loughborough Car Club website in the “Gallery” section.

Ian Doble and David Mann
30 September 2026

SCCON's support for Disabled Drivers - update



Contact details: 01362 - 695562 enquiries@davidrelph.com

Motorsport UK's financial support for SCCON to run cars for disabled drivers in Autotests and Autosolos has now ended and their Toyota Yaris with hand controls has been returned to them at Bicester. But SCCON is continuing to encourage disabled drivers and the club has bought a silver Automatic Nissan Micra that will be loaned to disabled people keen to enter events in East Anglia. This car has now been fitted with hand controls and a left foot throttle pedal by David Relph of Dereham. David has provided the parts and completed this work at no cost to SCCON - a very generous offer that is greatly appreciated by the club's committee. Thank you David.

The Gremlin Rally - 15th August 2026 - David Mann and Ray Crowther

Are you a stage rally or road rally purist who regards regularity/test rallies as namby-pamby, second rate competition for clock-watching nerds and wimpy pedal pushers? Then read on.

Having spent a day on Epynt competing on the Gremlin Rally, which was akin to a full-blown night rally interspersed with tarmac and forest stages, maybe you might not be so dismissive of these “inferior” events.

With an (appropriately!) bomb-proof, albeit heavy and less agile car: Ian Doble’s MGC GT; an accomplished, experienced, quick and safe driver, who hadn’t done an event for two years: David Mann; and the iconic mixed surfaced roads of the military training expanse of Mynydd Epynt



(commonly called SENTA – Sennybridge Training Area) – what more could you want for a day’s worth of challenging motorsport? Well, a decent navigator would have helped. The rusty (for truly HRCR navigational regularities as opposed to the simpler HERO jogularities) and crusty “Crow” was on form in

places but sloppy in others; and any misdemeanours on a high-quality entry of 75 starters means no prizes. Not down to 27th place anyway.

The Mann and “Crow” pairing came out of the blue. Ian Doble who has previously partnered David recommended me as a candidate navigator since he had been suffering from long Covid and didn’t feel he was up to a long trip to and an event in Wales.

I’d vowed that these days I would only do events with my usual drivers, but the attraction of a reputable East Anglian driver and a classic event over Epynt was irresistible. A test run with David in the car the week before the event and we were ready to go. I would have to get back into “Brantz” (timer and trip-meter) mode having had the recent luxury of using my single device RaliTripp in Paul’s car which is so much easier to use.

Three days before the event an urgent “Gremlin Rally Statement” arrived by email. With wildfires in South Wales I feared the worst – cancellation. But no, with stringent safeguards and health and safety provisions, the organisers had gained approval from the MoD to run the event. Phew.

Scrutineering and documentation were on the Friday evening before the event so it was an early start for David and Co to set out on a 300-mile trailer and car journey from Flixton via Tiptree to Talgarth.

The “and Co” comprised Ian Doble and his wife Gill; Ian to keep an eye on his car and conveniently stay with family not far from the Welsh action.



Other than an M4 blockage as we approached the border, the guidance of Google Maps suggested an off-motorway diversion that added to the 7-hour journey westward. Arriving at scrutineering at Gwernyfed Rugby Club, forty-five minutes before it opened wasn’t early enough to “try” to avoid the “scrum” that had already formed. Documentation over the road would be more interesting. Ian had given me the route cards from the 2024 Gremlin. The navigation looked do-able albeit with tricky speed changes; some he remembered was pre-plot and others plot and bash. A

handful weren’t plottable on paper or digitally since they used unmarked roads on Epynt. For the 2026 version there would be seven regularities and nine tests.

Two of the tests had already been cancelled because of fire risks, and on the morning of the event regularity 3 was severely shortened for the same reason.

My handouts showed I had the navigation for five and a half regularities with their speed changes. The remaining one and half would be handed out at lunch on the event. Off to visit the measured 3.68 miles (twice) to calibrate the Brantz before I was happy, and then book into our Airbnb.

Accommodation in the area was scarce when I booked, but I stumbled across an Airbnb just a couple of miles from scrutineering and what would be the finish at a garden centre at Three Cocks. A self-contained annexe to a fairly new house, it was spacious, comfortable and had good wi-fi. The downside was neighbouring yappy dogs which were irritating when you wanted R & R. A quick re-group after the long journey and adjournment to the nearby Old Barn Inn for dinner before the prep for tomorrow began. A brief panic occurred while eating. Suddenly everyone's phone in the pub started beeping, mine too with a tone I hadn't heard before. I looked at the message – in Welsh! Not a language where you can guess the context from a few words. I assumed it was some kind of National Alert – wildfires on Epynt? But all become clear twenty minutes later when the English version arrived. Wildfires linked, yes, but a warning to the Nation about BBQ abuse in dry areas. The Gremlin is still on, so back to the Airbnb to start plotting. I'll cover the individual regularities with the event description. For now, a note to say that after three hours of plotting and time scheduling, forsaking the need to shower after a hot day, I retired to bed at 1am, not comfortable with exactly where I would be going the next day.

A restless night in a short bed that had my feet dangling uncomfortably over the bed stop, we set off at 7:30am to drive the 8 miles to Brecon Cattle Market for the event start, starting at number 19 of the 75 crews. First up was a loop-de-loop around obstacles and cones in the market grounds. This included a Route Check: stop and look behind a control board to record a 5-character code. My first chance to experience David's ability to chuck the MGB this way and that. A hesitation and reversing required at one cone left us already 12 seconds down on the leader.

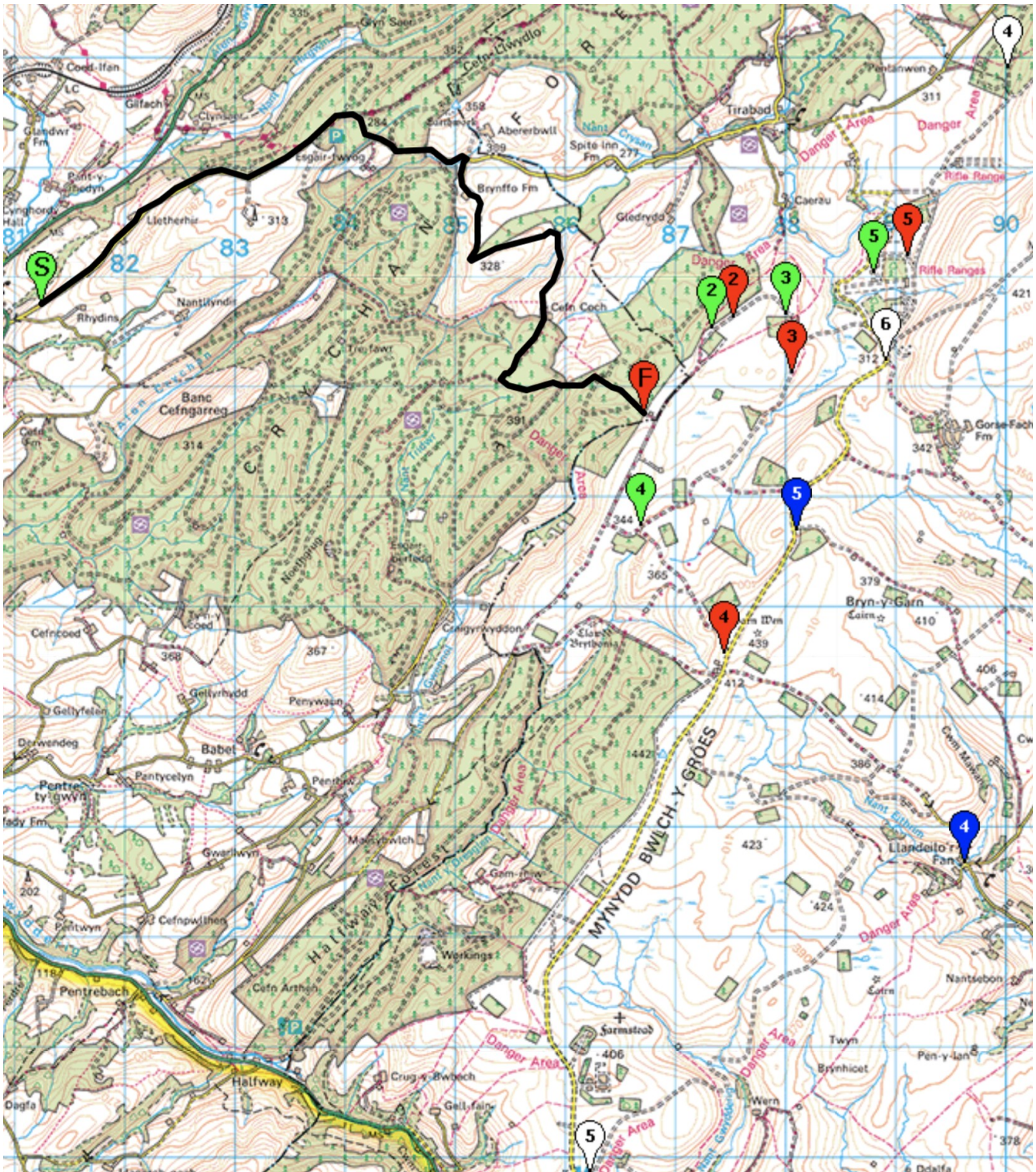
The first regularity (Sarn Helen) was just down the road and ran west for 10 miles to finish near Sennybridge. Plotted last night, this was a map feature section with speed changes at timing points and a distance. It wasn't possible to prepare a speed table in advance so required dextrous pressing of Brantz buttons to keep to schedule. I clearly remembered my Brantz procedures of old since we were 4th best on 4 seconds dropped over three timing points. A perfect start to an imperfect day.

Regularity 2 (Glasfynydd) ran from Sennybridge to Llandovery and was a long 22-miler. Another one plotted last night using map features and spot heights, requiring tricky button pushing at the seven speed changes. At the time the regularity seemed to have been completed successfully with single digit penalties, but when the results were published we were 62 seconds early at the 4th TP and just over a minute late at the 5th with our "joker" pegging the 5th to one minute. We remembered the latter part of the regularity well since there was an arrowed section through a farmyard white. No way were we "a minute" early followed by "a minute" late. I queried with the organisers at the finish but their check-sheets and clock times couldn't correct in our favour, although they agreed something was definitely awry. What I think happened was the marshal "chipped" the time of the previous car at the 4th TP so that we appeared to be a minute-ish early, which then rippled through to the 5th TP as a minute-ish late. That anomaly cost us 4 places overall at the finish.

At the break at the Owls Nest tea rooms the interim results declared we were in 39th place, which is a bit odd because if you deducted the two minutes above we would have been leading by 30 seconds!?! This wasn't the first gremlin to interfere with our penalties.

The first half of regularity 3 (Crychan) was cancelled because of a fire risk so it started at Cyngordy and ran for about 6 miles crossing grid lines at 30mph average speed. Half way through we left the public highway and drove through a couple of white loops, the latter for a code-board behind farm buildings.

The map shows regularity 3, tests 2, 3, 4 and 5 (red to green markers) and regularities 4 and 5 (which ran somewhere between the white and blue markers).



Thereafter we were onto gravel through Crychan Forest. Just two TPs on this section and although the gravel slowed us down, a hefty 38 seconds lateness at the second TP was a mystery. A greater mystery was my plotting error just after, using a rough track which wasn't required. Emerging from the forest and realising my error I broke into a cold sweat, which was pretty difficult in a hot car on a hot day. There were three TP boxes on my Time Card. Had I missed a TP? It bothered us both until the finish when results showed there were only two!

It was time to head into SENTA for four tests: 2 (Quarry 1), 3 (Clear Cut 2), 4 (Copse 1), 5 (Rifle Range). Ranging from 0.33 miles to 1.17 miles on a mixture of gravel and tarmac with manned PCs and concealed code-boards, it was pedal to the metal time after the sedentary regularities. David had been on Epynt before and remarkably remembered several tricky landmarks.

I wrote on my road-book “Dixies” after test 4 which was a tarmac dash and had a yump. No doubt this would be familiar to driver/co-driver Robin Hernaman who offered me pace notes for Epynt set to a max of 130mph! On these tests we were 14, 14, 27 and 21 seconds behind FTD, which shows how quickly you fall behind the leaders when tests are marked on a scratch basis.



I'd struggled to plot the jogularity-style regularity 4 (Mabbion's Way) from the roadbook. A conflag with other navvies at the start said I wasn't the only one. Based upon some intel it crossed the full width of SENTA to the B4519. Travelled along the B road for 3 miles then back into SENTA to finish at Llandeilo'r Fan – a 24-mile regularity all at 30mph. The route through SENTA couldn't be plotted. Clearly we were going to use unmarked roads on 1:50,000 maps and

even looking digitally at 1:25,000 I was no wiser. Plus, based upon the Jogularity instructions (beware: rally traffic from the right), there were at least a couple loops to negotiate. Oh, the joy on these roads. No tractors; no cyclists; no horses; no pedestrians; not even a tank. The only interference was the occasional kamikaze sheep to be avoided. It wasn't too difficult to keep to 30mph, but we needed to be wary on any uphill section or diversion onto gravel as there was bound to be a TP sprung on you. My TP penalties here were 29(!), 1, 5, 3, 3, 5 and 6. I don't recall any hesitations before the first control, but this may be where (with the excitement of what followed?) I forgot to click my clock as we left the regularity start. Other than the stretch of B road, I've no idea where we went on the map. In hindsight I would have used by Garmin watch or GPS to track the route for inspection later.

Lunch was just off the dual carriageway yellow near Llywel, a known location apparently to Epynt goers, but of course it was new to me. New to both of us was the Fedw Equestrian Centre where David lunched and I studied the handouts for regularity 5 and regularity 6 part 2.

Regularity 5 (Llandeilo'r Fan) was a short way from lunch with Jogularity-style navigation at 30mph for 8.51 miles. At the time it wasn't obviously plottable, but at leisure I can see roads on the map that we probably used, although (perhaps obviously) as military roads they aren't geo-coded for marking digitally. Broadly a south to north route via it's eponymously named village of Llandeilo'r Fan. Everyone's times on this regularity look a bit odd. We posted a disgraceful looking 17, 13, 38 and 12 at the four TPs, which was better than some of the all-star crews in front of us.

Time to tackle another batch of tests: 7 (Steps 1), 8 (Quarry 2), 9 (Clear Cut 2), 11 (Rifle Range 2). You can tell by the names some were the same or similar to those this morning, including identical code-board codes (I wish I'd known that; we could have saved precious seconds). A similar pattern of seconds behind the quick boys in quick motors: 21, 7, 34, 20.

Onto regularity 6 (New Road – Part 2): another mystery trip across SENTA of 17.69 miles. We'd been given the first few miles of this regularity in the road book which was plottable; the remainder, in Jogularity format again, wasn't. David observed that parts of this route were the same or reverse to regularity 4 (obvious from the title), but with my eyes focused on instructions, trip-meter and clock, when I looked up one rolling hill look much like another.

Our penalties over the six TPs were 39, 26, 0,14, 2, 60; more like a series of random numbers rather than well-crafted calculations at 30 mph. I possibly had a time reset where I shouldn't have early on, and in the middle a loop around the Drivers' Arms saw us heading north rather than east! I was busy writing down a code-board, while David missed the middle instruction of a TL, TR, TL. It was half a mile later when I was looking for a "SO (Care Rally Traffic from left)" which wasn't there that I sussed what had happened. Odder still near here we had our first zero penalty of the day. Unexplainable is the 60 second maximum penalty at the last TP, which I've only just noticed while writing this report. Another gremlin?

There was a long-ish (in Gremlin terms) link to the final, public road, regularity 7 (Hundred House). I had this herringbone pre-plotted and I even had a full speed schedule prepared to deal with the 8 speed changes in 12 miles. The preparation paid off to begin with, with an almost best 1 and 4 penalties at the first two TPs. But for the last 3 miles I got out of step with the schedule and had to resort to asking

The run to the finish at the Old Railway Garden Centre took a few minutes and Ian Doble was there to greet us. I sought out the CLO to pose my double minute problem on regularity 2, albeit in vain as previously mentioned.

We were 27th overall. David was 28th best on the tests, 2 minutes 34 seconds behind the fastest – Lewis Ayris. I was 27th on regularities but a loathsome 6 minutes 31 seconds adrift of the top guy Miles Fieldhouse. Mick Valentine/Ryan Pickering were the overall rally winners in an Escort.

After a 600-mile round trip for David Mann, it must have been disappointing to finish so far down the placings. Apologies from me, but huge thanks for the initiation on an event which will have a “Significantly Memorable” tag against it.

SCCON Members on the RAC Rally of Great Britain

Derek Webb's super article in the last issue of 'Spotlight' about his exploits on the RAC Rally with the Japanese driver Teruo Satsuta made me think about which other SCCON members have taken part in the RAC Rally. Because our club President, David Mann has competed on more rallies than any other club member, I thought it was maybe David who gained the best finishing position on the RAC but sorry David, it isn't you.

For the most part I've omitted non-finishes when a member has qualified as a finisher on a different year's RAC Rally.

RAC International Rally of Great Britain up to 1959

In the following table, the RAC Rally had timed sections on public roads, some sections had difficult navigation and some traversed challenging narrow moorland roads and mountain passes. Along the route were timed driving tests too, that often required some reversing.

Year	Crew	Car	O/A	Class	Comments
1951	Stanley Boshier / ?	Jaguar XK120 Reg. RVX 900	?	?	Stan was a founder member of SCCON
1951	Jimmy Risk / ?	Ford V8 Pilot	?	?	Jimmy went on to win the first rally organised by SCCON in 1952
1952	Stanley Boshier / ?	Jaguar XK120 Reg. RVX 900	?	?	Ran at no. 53 A finisher but not in the top ten
1952	Jack Sears / David Simmons / Stephen ?	Vauxhall Velox Reg. EX 6263	?	?	Ran at no. 85 A finisher



Jack Sears' Vauxhall Velox number 85 outside the Kirkstone Pass Inn (established 1496 AD) in the Lake District during the 1952 RAC Rally. Kirkstone Pass, between Windermere and Patterdale, has gradients of 1 in 4 and the inn is the third-highest public house in England.

Photo credit - LAT Images / Getty Images



Stan Boshier, in his Jaguar XK120, clocking in at the final Time Control at Scarborough during the 1952 RAC Rally. Note the brass band playing in the background. After this control there was only post-rally scrutineering and a speed test the following day, for the top 40 finishers, at the Oliver's Mount Circuit. Of the 242 crews who started the rally, there were 199 finishers.

Photo credit - LAT Images / Getty Images



Tony Hind (left) and Jack Sears with their Renault 850 at the start of 1955 RAC Rally. Note the windscreen de-mister elements, attached to the screen with suckers.

RAC International Rally of Great Britain up to 1959 - continued

Year	Crew	Car	O/A	Class	Comments
1953	Jack Sears / ?	Jaguar XK120 Coupe	?	?	Reg. DVV 200 A finisher
1953	Jimmy Risk / ?	Ford V8 Pilot	?	?	A finisher
1954	Jack Sears / ?	Jaguar XK120 Coupe	31st	3rd	Reg. DVV 200
1955	Sydney Allard / ?	Ford Zephyr Mk 1	?	?	A finisher. Sydney was the President of SCCON
1955	Jack Sears / Tony Hind	Renault 750	?	2nd	The car was prepared by Boshier and Pattenden in Norwich. Both founder members of SCCON.
1956	Jack Sears / Peter Garnier / Ken Best	Austin A50 - a BMC works car	?	3rd	Peter was Sports Editor of Autocar magazine. Won the team prize.
1956	Sydney Allard / ?	Allard P1	?	?	A finisher
1958	Jack Sears / Peter Garnier	Austin Healey 100/6	52nd	6th	A BMC works car Reg. no. UOC 741
1959	Don Morley / Erle Morley	Austin Healey 3000	4th	1st	A BMC works car Reg. no. SMO 745
1959	Jack Sears / Willie Cave	Austin Healey 3000	17th	2nd	A BMC works car Reg. no. SMO 746
1959	Sydney Allard / Tom Fisk	Ford Zephyr	-	-	Retired after an accident.



The Austin Healey that Jack Sears drove on the 1958 RAC Rally had a busy life. It was first used as a publicity car as shown in the above photo with the actress / model Rita Royce. It was then loaned to Tommy Wisdom who drove it with Cecil Winby on the last ever Mille Miglia in 1957 finishing 37th of 365 entries and winning the award for the best result in his car's price category - see photo above. Tommy then drove it (with a hard-top fitted) on the very snowy 1958 Monte Carlo Rally but retired when he got stuck in a blizzard. On the 1958 RAC Rally, Jack Sears set the fastest GT car time on ten of the speed tests, but then he lost time on some of the road sections due to a broken 3rd gear.

RAC International Rally of Great Britain - with Special Stages

For 1960, the RAC Rally introduced four Special Stages on private land set at a much higher target speed than the public road sections. The number of Special Stages then increased very rapidly: the 1961 event had 24 stages, the 1962 rally had 38, and RAC rally became much tougher, with the winner determined by the crews' performances on the stages.

Year	Crew	Car	O/A	Class	Comments
1960	Don Morley / Erle Morley	Austin Healey 3000	3rd	1st	A BMC works car. Reg. no. SJB 471. They ran at number 1 and won the team prize.
1960	Jack Sears / Willie Cave / Peter Berry	Jaguar MkII 3.8	4th	1st	Reg. no. 1 FNK. Jack ran at number 72. He had factory support from Jaguar
1960	Sydney Allard / Tom Fisk	Ford Zephyr MkII	?	?	Sydney and Tom ran at number 10. Believed they were finishers.

There's a half-hour-long film in the BP Video Library archive of the 1960 RAC Rally, with commentary by Raymond Baxter. It's at <https://www.bpvideolibrary.com/record/747>

They even had a noise test at scrutineering and another part way round the route - 65 years ago! Some of the picture quality isn't brilliant and the soundtrack is a bit quiet in places, but it's worth watching because all the SCCON entrants are featured. As a sign of the times, Don and Erle Morley wore sports jackets and Jack Sears started the rally in his duffle coat.

There's a good sequence of Jack achieving the fastest time up the 'Rest and Be Thankful' hill-climb in Scotland, but later he gains a penalty for clipping a cone during the super-slippery skid-pan speed test at Wolvey. Don Morley slipped from 2nd to 3rd overall during the final 5-lap speed test at Brands Hatch. He spun his Austin Healey to a standstill on his first lap of the soaking wet track as he exited bottom bend (now called Graham Hill Bend).



Sydney Allard and Tom Fisk changing a wheel on their Ford Zephyr during the 1960 RAC Rally. No service crews back then. Photo credit - Getty Images

Lombard RAC International Rally of Great Britain

The 1964 RAC Rally was sponsored by the finance company Lombard North Central, an arrangement that would last until 1992. For 1964 it included 55 Special Stages on private land. After 1992 it became the Network Q RAC Rally of Great Britain.

Year	Crew	Car	O/A	Class	Comments
1964	Don Morley / Erle Morley	Austin Healey 3000	21st	2nd	A BMC works car. This RAC Rally included stages in Norfolk. Don lost time with an off.
1969	Henry Hardiment / Bryan Harris	Austin Mini Cooper S 1275cc	39th	3rd	Henry finished 6 mins in front of Russell Brookes' class winning 850cc Mini.
1970	Henry Hardiment / Rod Palmer	Austin Mini Cooper S 1275cc	28th	5th	All Henry's RAC Rallies were in his 'ACE' Mini registered 353ACE



1964 RAC Rally - Don Morley at Snetterton with damage from his off-road excursion

Lombard RAC International Rally of Great Britain continued

Year	Crew	Car	O/A	Class	Comments
1971	Henry Hardiment / Rod Palmer	Austin Mini Cooper S 1275cc	48th	3rd	The Mini was getting less competitive for overall results
1972	Henry Hardiment / Keith Pettitt	Austin Mini Cooper S	55th	2nd	Henry still owns his Mini 353ACE today
1978	Teruo Katsuta / Derek Webb	Toyota Levin (Corolla) 1600 Twin Cam	27th	3rd	Derek's 2nd run on the RAC with Teruo
1980	Teruo Katsuta / Derek Webb	Toyota Sprinter 1600 Twin Cam	20th	3rd	Derek's 3rd run on the RAC with Teruo

Lombard RAC International Rally of Great Britain continued.....

Year	Crew	Car	O/A	Class	Comments
1981	Francis Tuthill / Flip Kerr	Ford Escort RS1800	12th	8th	Ex-works car POO 505R
1982	David Mann / Simon Warner	Ford Escort RS2000	35th	3rd	David lost time with an off in SS3 Donington
1983	Teruo Katsuta / Derek Webb	Toyota Sprinter 1600 Twin Cam	34th	1st	Fist class win by a Japanese on a WRC round
1985	Peter Banham / Gerry Lurrid	Toyota Corolla GT	43rd	2nd	Car was a Group 1 car built by Peter Banham
1992	David Mann / Ian Wray	Toyota Celica GT4 - ST165	21st	16th	The only time a SCON member ran a 4WD car on the RAC. David was in the same class as all the top works crews



1981 RAC Rally - Francis Tuthill / Felicity Kerr in their ex-works Escort. I couldn't find an action shot



Here is David Mann's SCON-based team for the 1982 RAC Rally. From the left: Simon Webster, Richard Batson (EDP reporter), Neil Parsons, David Mann, Simon Warner (co-driver), Malcolm Watson, Betty Banham, Peter Banham and a friend of the Banhams. Photo coloured by AI



David Mann and Simon Warner on the 1982 RAC Rally in their flat-front Escort RS2000

David Mann sent me the following.....

"The 1982 rally started and finished in York. It lasted for 5 days and included 69 stages (!!!) none of them repeated, totalling over 500 stage miles.

On stage 3 at a very wet Donington, we slid into a sand trap and it took thirty minutes to dig ourselves out. The marshals didn't help us and they wouldn't allow any spectators to help us either.

We dropped to last place where we sat for two days, but we eventually worked up to, I think, 35th place and 3rd in our class for which we won £200 in prize money. They were the days."



Here is the Toyota Celica GT4 that David Mann drove to 21st overall on the 1992 RAC Rally. It is shown here on the Chatsworth Special Stage of the 1990 RAC Rally.

Wales Rally GB National Rally

The RAC Rally became the Wales Rally GB in 2003 and it had 18 special stages that year, all of them in Wales. For 2010 the International Rally had 20 stages; by 2014 it had 23. The National Rally ran the same stages, but stages that were repeated on the International rally were only run once for the National Competitors, so in 2014 they ran a total of 13 stages.

Year	Crew	Car	O/A	Class	Comments
2010	Henry Hardiment / Keith Pettitt	Austin Mini Cooper S 1275cc	44th	2nd	Henry had problems with his oil cooler and a cracked brake disc
2014	Ian Rix / Steve Greenhill	Ford Escort RS1600 Mk1	20th	2nd	Ian was only beaten in his class by top historic driver David Stokes



Henry Hardiment / Bernie Baker in 'ACE' on the 2005 Mutiny Historic Rally - 2nd in class

Wales Rally GB National Rally

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Some of the People

The above listing includes many impressive results by SCCON members. Sydney Allard was invited to become a SCCON member and the President of SCCON after he won the 1952 Monte Carlo Rally in an Allard P1 of his own manufacture.

Bryan Harris who co-drove for Henry Hardiment in 1969 went on to co-drive on many events for the British driver Tony Fowkes and together they finished a very impressive 3rd overall on the 1975 RAC Rally in their Ford Escort RS1600. And he co-drove SCCON's David Mann to 10th overall on the 1985 Scottish Rally in David's Toyota Corolla 1600 winning their class.

At the finish of the 1978 RAC Rally, one place ahead of Derek Webb were Chris Field and Andrew Bodman in their Chrysler Avenger. At that time, I was a member of Redditch and District Motor Club and I knew Andrew very well; we were both members of Redditch Motor Club's quiz team. I met Andrew again in 2023 at Will Sparrow's funeral.

In 2025, Teruo Katsuta, (he was never a member of SCCON) was awarded the Japanese government's Sports Achievement Award, along with Hiroshi Matsuoka who had gained back to back wins on the Dakar Rally in 2002/03.



This photo shows the rear view of the Toyota Sprinter Coupe that Teruo Katsuta and Derek Webb ran on the 1980 and 1983 RAC Rallies. At that time, it was the only Sprinter in the UK .

Some of the Cars

The Vauxhall Velox that Jack Sears drove on the 1952 RAC Rally was loaned to him by his mother. The Renault 750 for which Jack Sears and Tony Hind shared the driving on the 1955 RAC Rally was loaned to them by Renault UK. This arrangement had been organised by Stan Boshier, one of the founder members of SCCON.

Jack's 3.8 litre Jaguar MkII on the 1960 RAC was owned by Peter Berry who mainly rode in the back as a passenger. They had factory support from Jaguar. Jack Sears was always extremely polite and courteous which earned him the nickname 'Gentleman Jack'.

After retiring his 1964 'ACE' Mini from International rallying, Henry Hardiment re-commissioned it in 1990 and competed in over 40 historic events (or events with historic classes) in England, Ireland and Belgium.

On the 1969 RAC Rally, Henry Hardiment was beaten by two places by Ron and Liz Crellin in their full works-spec Mini Cooper S registration number NOB 400F. Ron had been a BMC works co-driver for Tony fall and Paddy Hopkirk, most notably winning both the Acropolis and Alpine Rallies with Paddy in 1967. Then on the 1970 RAC Rally, Henry Hardiment beat Liz Crellin and Pat Smith who came 36th, winning the Ladies Prize in the same Mini NOB 400F. While I was a member of the Welsh 'Marchogion-y-Nos' (meaning Knights of the Night) rally team in the 1970s , I navigated for Bill Boyle in that same Mini.



Bill Boyle and Peter Riddle on the 1973 Rallye Acropolis Replique.

In September 1973, we entered Quinton Motor Club's Rallye Acropolis Replique event. It was a restricted-status road rally, and it gained a full entry of 120 cars; rallying was extremely popular after Roger Clark's 1972 RAC Rally win. But we lost 1st and 3rd gears during the first half and had to drive much of the route using only 2nd gear. I managed to re-assemble the gearshift at half-way and we finished a respectable 22nd overall.

When SCCON's Flip Kerr (full name Felicity Golding-Kerr) finished 12th on the 1981 RAC Rally with Francis Tuthill, who was not a SCCON member, they were competing in the ex-Roger Clark 1976 RAC Rally winning car POO 505R. In late 1979, while I was working for Ford at Boreham, I'd had a super-fast ride round Boreham Airfield with rally foreman Mick Jones in that same car. Wow!

Peter Riddle October 2026

A Motor Sport Themed Café - '45 Fuel' - has opened at Snetterton

Snetterton Business Park NR16 2JU 07788 - 210135

Open every day from 8-00 am until 3-00 pm

Go onto the Business Park (not Snetterton Circuit entrance) and keep to the left side of the site. Drive alongside the Snetterton Circuit access straight until you get almost to where Snetterton's entry kiosks are - then you're at 45 Fuel.

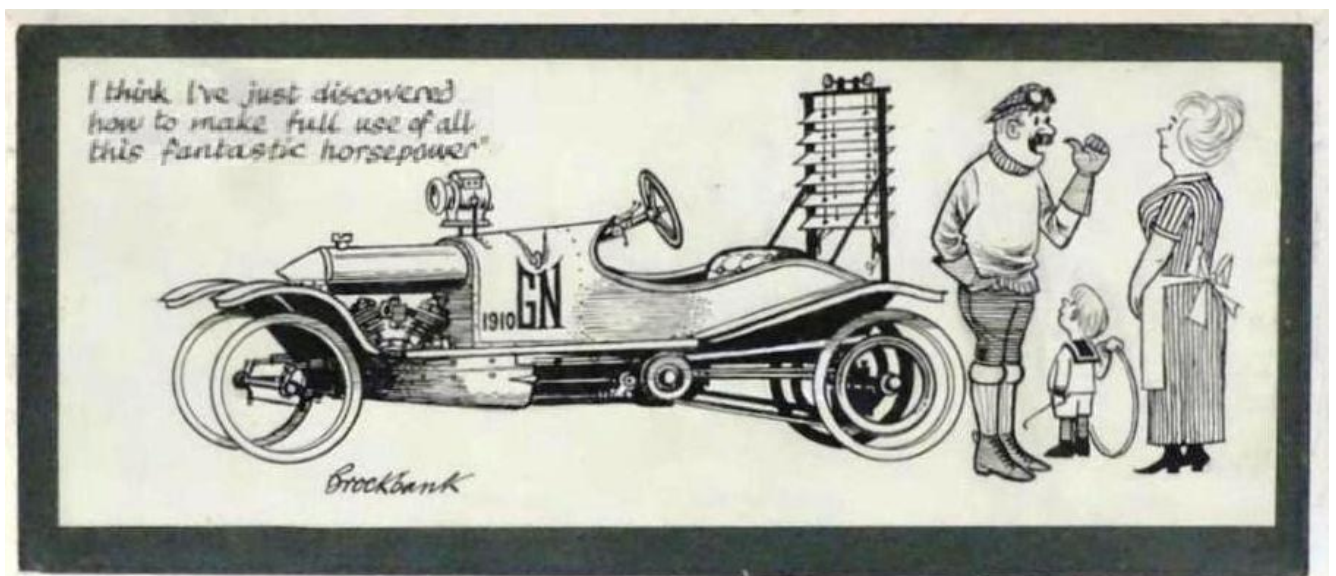


- ☕ Barista-made coffee
- ☕ Cakes and sweet treats
- ☕ Great food with a daily deli counter
- ☕ Some incredible cars
- ☕ A proper automotive atmosphere

SCCON is hoping to put on a social get-together at 45 Fuel in the New Year



Motor Sport Themed Café - '45 Fuel' - more photos



A cartoon by the incomparable Russell Brockbank 1913 - 1979

A few facts.....

Russell Brockbank was born to English parents in Niagara Falls, Ontario

Venetian blinds were invented in Persia (now Iran) in the 12th century

They were patented in Britain by Edward Bevan in 1769

So Brockbank's cartoon has a glimmer of possibility for a 1910 GN cyclecar!

FOR SALE - 1994 Mitsubishi Lancer EVO 2 GSR

An ultimate one-owner survivor



138,000 miles, imported from Japan in 2004 and cherished by the same UK custodian since then. Near-immaculate bodywork and proven long distance reliability. Rare opportunity to acquire a highly original continuous-ownership EVO 2 GSR that completely defies its mileage. Regularly completed long road trips including Le Mans and the Isle of Skye. This car is the ultimate testament to the legendary reliability of the 4G63 engine. The bodywork is solid, straight and superb - a vital rarity for early EVOs. Recently upgraded with BC custom suspension making it handle beautifully; the original suspension is available but needs re-con. OZ Racing wheels plus the originals now fitted with winter tyres. The interior is original and unmolested with some age-related wear. Comes with a folder of its complete history - OEM parts used whenever possible. MOT tested until March - no advisories.

A perfectly straight, turn-key classic with superb provenance that is ready for its next chapter.

Location Norwich, offers based on £20,000. Contact: gwalkerkenett@gmail.com

