

# March / April 2025

# SPOTLIGHT

Newsletter of the Sporting Car Club of Norfolk



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## Chairman's Introduction

Well the AGM has passed without a hitch. And it would have been even better if we'd had more offers of help for the management team. Bryan Tooke has stood down from his role as Club Secretary, so if you think you could write up and summarise the committee's discussions and the decisions they make, I'd love to hear from you. We'd also like more help in producing this newsletter - maybe on a rotating basis. It doesn't need to be a huge commitment and the current team will give you plenty of help and advice. SCCON always needs volunteers because it's only through their efforts that the club can survive. If you think you can help SCCON in any way please contact me at [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk) or 07717 - 109472

Martin Newson, Chairman

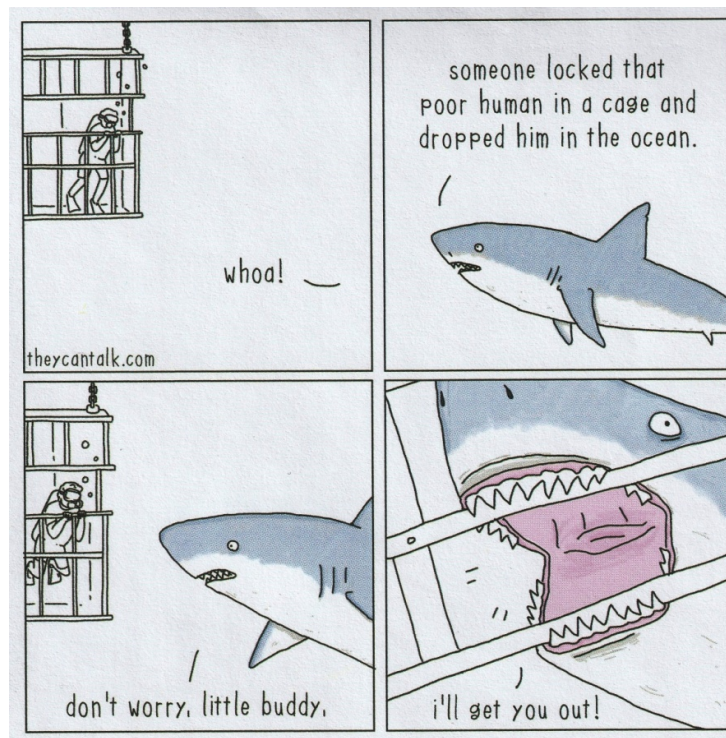
SCONNIE



SCCON has a fresh new logo for 2025 and tee shirts are now available for the summer featuring the new logo on the front.

Sizes are EXTRA SMALL, SMALL, MEDIUM, LARGE, EXTRA LARGE and XXL LARGE and initially they are only in red.

They're 50% cotton and 50% Polly Ester and are made in the USA. The bargain price is only £4.45 each. Please e-mail your requirements to [info@sccon.co.uk](mailto:info@sccon.co.uk) so the first consignment can be ordered in early April."



**In motor sport we sometimes talk about snatching victory from the jaws of defeat or vice-versa, so this cartoon has a certain resonance**

## The Silver Fern Rally, New Zealand 2024 – from the Co-driver's seat



David Young / Douglas Young in their Ford Escort Mexico tackle the 2024 Silver fern Rally

For those who are not aware, the Silver Fern Rally is a 7-day marathon for 2wd vehicles in New Zealand. It alternates on a bi-annual basis between the North and South Island and this year was based in the south, starting in Christchurch. Over the 7 days, 52 stages covering 650 competitive miles and around 1300 road miles provided a true challenge of endurance. We'd heard many stories over the years of how good an event it is - it was on my brother David's bucket list and despite being relatively inexperienced I was willing to give it a go with him!

The stages are all run on public gravel roads closed off for the event and are mainly very smooth flowing 'country' roads with lots of crests into corners which can catch anyone out. Some are over mountain passes and these are more challenging being a bit rougher and have more fords and cattle grids.

A year's planning had gone into the event with David rebuilding his Mk1 Escort Mexico which he had acquired a couple of years ago. Whilst it had already been used as a rally car it had not been used for many years and needed a lot of work. Stripping down to a bare shell, replacing a lot of panels including the floors and wings, front panel etc before totally rebuilding to full UK historic spec and to be reliable enough to complete the event took about 6 months. The engine was rebuilt by John Wilcox, a semi-floating baby atlas axle with 5.1 ZF diff and a straight cut Quaife PRO gearbox were fitted. The only variation to UK historic spec (but permitted in New Zealand) being the fitting of forest AP calipers on the front rather than M16's but still with Capri drums on the rear.

The car had to be in the container to be shipped early in August and went with Grant Shand's Mk 2 Escort BDA for the 12,000 mile 3 month journey. Grant (of RallyXtreme) had competed on the event in the past and had also run cars for his hire customers so he had a wealth of experience that we were able to tap into.



We arrived on the Monday before the event to be reunited with the cars and then spent Tuesday re-commissioning and getting them temporarily registered for road use in New Zealand and having a warrant of fitness carried out (similar to an MOT).

We were fortunate to be able to use the facilities at one of Grant's contacts, Auto Restorations, to re-commission and get the hire van loaded up with the spares that had also gone in the container. Spare axle and gearbox, suspension components and 16 wheels and tyres to hopefully cover the event. As it turned out we only used 10 rear tyres over the 650 stage miles!

There was a shakedown stage provided by the organisers for the Wednesday which was useful as the car had only done 30 road miles before being shipped. It was good to be able to set up the brake bias and get a feel for how it would handle before setting off on the first competitive stages.

Thursday was spent making sure everything was ready, applying the event decals and also some from Auto Restorations to give them some promotion as a reward for their help. Friday was scrutineering and documentation at Riccarton Racecourse in Christchurch and then a display in the city centre in the evening.

Saturday - and the big day had finally arrived. The first day's stages were all to the north of Christchurch, returning there for the overnight halt and parc fermé. The first stage was a gentle 7k run over some sweeping roads near Amberley before moving further north to service in Cheviot. Eight stages for the day totalling 120km with stages 2, 4 and 6 all over 20k's to get us into the swing of things. A steady run allowed David to get used to the car and also the stage notes as we had not used a numbered system before. The notes (provided by Corner to Crest) proved to be excellent and quite easy to get to grips with. We had managed to get a copy of the notes and drive through videos a couple of weeks before we left so I was able to go through and add notes and landmarks which proved invaluable.



It seemed weird that after only 1 day we had already done the equivalent of two BTRDA rounds with only stage 3 providing any rough elements, the rest being beautiful fast flowing stages that could be committed to as long as you were wary of the many corners on or just



after crests that required respect. Whilst seeded at 39 we were delighted to end the day 30th overall and 87 seconds ahead in our class with Keith Stewart in his Mk1 RS1600 in second, Tony Jardine in his AE86 Corolla in third and Ben Howlett from Lavenham in his Chrysler Avenger in fourth.

Day 2 started with 4 stages to the west of Christchurch before a long (but very picturesque) road section over Arthur's Pass and a further 5 stages near Greymouth. Again all were good apart from stage 15 which was very rough and rutted after recent rain. We took it very steady over the rough bits and were happy to drop time rather than risk the car but despite that still managed to clout the sump guard on a large rock, fortunately without any damage. A further 118k's of stages completed and a good set of times moving us up to 25th overall and extending our lead to just over 3 minutes over Keith Stewart.

Day 3 should have started with a re run of stage 15 but we were delighted to be told that it was cancelled due to the number of adverse comments so we began the day with a return run back over Arthur's Pass with its stunning scenery for 3 stages and the lunch halt at Mayfield. 5 stages in the afternoon and 116k's in total took us to Timaru, our base for the next 2 nights. Stage 24, Middle Valley Road, was the longest of the rally so far at 33.5k's and was a really good test. Full of crests into corners and flowing 5's and 6's (mediums and K's); we completed it in 19m 51s which was 41s quicker than Tony Jardine. We had enjoyed an excellent day having a bit of a push, being quickest in class on every stage, and were now over 6 minutes clear of Keith and able to back off a bit where necessary.

Day 4 provided two of the most challenging stages so far as well as one of the most enjoyable. The two challenging ones were both over mountain passes (Hakataramea and Meyers) with surfaces less well maintained than the mainly public roads. They came with rocky fords and a lot of cattle grids all of which had to be taken with caution. Some of the grids had hard edges and the fords quite deep water that needed a cautious approach. We picked up a puncture on the second of the pass stages but were fortunate that it was only 2k's from the end and we were able to change it after the stage finish only dropping 45 seconds.



Through one of the fords - gently does it was a good tactic on such a long rally

The most enjoyable stage was Blackline Road 2, stage 33, a 21km re-run of stage 27. Having been well swept in the morning we were able to really attack and took 32 seconds off our first time through - not sure that I really wanted to go any quicker! We ended the day up to 21st overall and nearly 12 minutes ahead of Tony who had moved up to second in class as Keith had clutch issues at the start of the Meyers Pass stage and had taken a maximum.

Day 5 - after 4 days we were now at the halfway point in terms of stage mileage and on our way to Dunedin where the stages were based around those used on the Otago Rally. Having been told that day 6 would have the best stages of the rally we decided to back off for day 5 and hold station. Not easy when the stages were so good, so we simply took it easier over the crests and trickier cautioned areas and had fun over the faster flowing elements. 170k's of stages for the day, the longest of the rally allowed us to move up a further place up overall and maintain our lead in the class.



Day 6 turned out as expected, all based just south of Dunedin with incredible smooth roads and fantastic backdrops on iconic Otago Rally stages. Stage 47, Hunt Road at 43k's was a great test and superb, being the longest of the event so far. Despite me starting to get a bit nervous as we were getting so close to the finish, David was in his element and seemed to have a real push enjoying the quality of the day's stages. We comfortably set the quickest times in our class on all but the last stage (when he did back off!) and extended our lead to 20 minutes and into the top 20 for the first time.

Day 7, and the last day, and for me a very nervy one as we were so close to achieving our objective of completing every stage and a finish. Only 3 stages, the first a further 43k's to the north west of Dunedin, and a nice stage that we enjoyed. The second was a 'short' 19k blast and then the big one, the potential sting in the tail with 54 km over Dunstons Road, which we knew from the stage video pass-through had rutted and rocky sections as well as the deepest ford!



The first 15k's were relatively smooth but the next 20 a real challenge. Narrow with big rocks and fords and some rutted sections down to bedrock that could easily take a wheel off. We crawled through the tricky bits, stopped and had a good look at every ford before carefully picking our route through, and then enjoyed the motorway like last 9ks to the finish.

A massive relief and I will admit to feeling a bit emotional when we got to the finish control. 19th overall and having dominated the class was more than we could ever have expected.



We went hoping that we could simply finish the event and not have too many reliability issues. The fact that we only suffered one puncture and didn't put a scratch on the car was testament not only to David's driving skills but also to the quality of his car preparation. I had only ever sat next to him in a rally car on two events in Wales last year – the Plains and the Nicky Grist Stages, both in his Mk 2 Escort. I knew he could push when he had confidence in the notes but I never imagined that he could drive so consistently quickly and safely over such a long event. And we are both in our 60's!

We enjoyed the run to the finish at Paddons Paddock in Wanaka - the Paddon being Hayden Paddon the WRC driver, and then the prize giving presentation at a local tractor museum. A few well deserved celebratory drinks and then the best night's sleep so far before our drive back to Christchurch the next day!

There were 18 UK crews on the event and most were classified as finishers (despite some not completing all the stages). Ben unfortunately went off on day 6 and damaged the front suspension on his Avenger so was unable to continue – he had set competitive times, however, in an unfamiliar car (his regular car being a Peugeot 306), and on an unfamiliar surface, so had enjoyed the event.



Grant finished 11th overall having had an excellent run in his BDA car and being co-driven by all three of his daughters – a real family affair! The organisers permitted one change of co-driver, but Grant was given special dispensation so that all his daughters could compete with their Dad. The overall winner of the event was James Ford, another UK driver, defending his win from 2 years ago.



A very happy Grant Shand at the finish with his daughters Rosa, Bonnie and Ginnie

All in all an incredible adventure that we can heartily recommend - the equivalent of 15 Welsh National events in 7 days, in a beautiful country with lovely people, great food, and the best gravel stages on the planet!

Massive thanks are due to -

Grant Shand and RallyXtreme, who helped with the shell preparation and car build and without whom we would probably not have done the event. Aaron and Claire Rix at Rix Engineering who supplied a lot of the parts fitted to the car - always enthusiastic and helpful and a big contributor to the reliability of the car, John Wilcox of Wilcox Race Engines who rebuilt the 1600 push-rod which didn't miss a beat, Graham Boulton for his work on the axles and diffs. and all our back up crew: Lewis Camplin and his partner Charlotte, and Alex and Rushanne - David's son and wife, and the support from Stuart McCauley, Simon and Joseph who made up the RallyXtreme service crew.

Douglas Young

The Silver Fern Rally 2024 final result - a win for Great Britain

1st	James Ford / Neil Shanks	Ford Escort RS1800 MkII	United Kingdom
2nd	Robbie Stokes / Amy Stokes	Ford Escort RS1800 MkII	New Zealand
3rd	Robert Gough / Jez Rogers	Ford Escort RS1800 MkII	United Kingdom



Here are some photos of other competitors on the 2024 Silver Fern Rally







Philip Kadoorie from Hong Kong and Ryan Champion's Lancia Stratos was 7th before this roll. Despite this 'indiscretion', they patched up the car and completed the rally to qualify as finishers



Grant Shand tackles a Ford in his Ford



Allan Dippie's Porsche 911RS - registered 911RS



Nathan Quinn / David Green - Mazda RX2 but which engine? RX2s had a twin rotor Wankel or an in-line four





## 20% DISCOUNT FOR SCCON MEMBERS

All Car Components are based in Watton and they have another sales outlet at Snetterton.

Our Competitions Secretary Howard Joynt has negotiated a generous

20% discount for SCCON on production of a current SCCON membership card.

They also supply parts for the SCCON Micras at 'special prices'.

All Car Components Watton 01953 - 882054

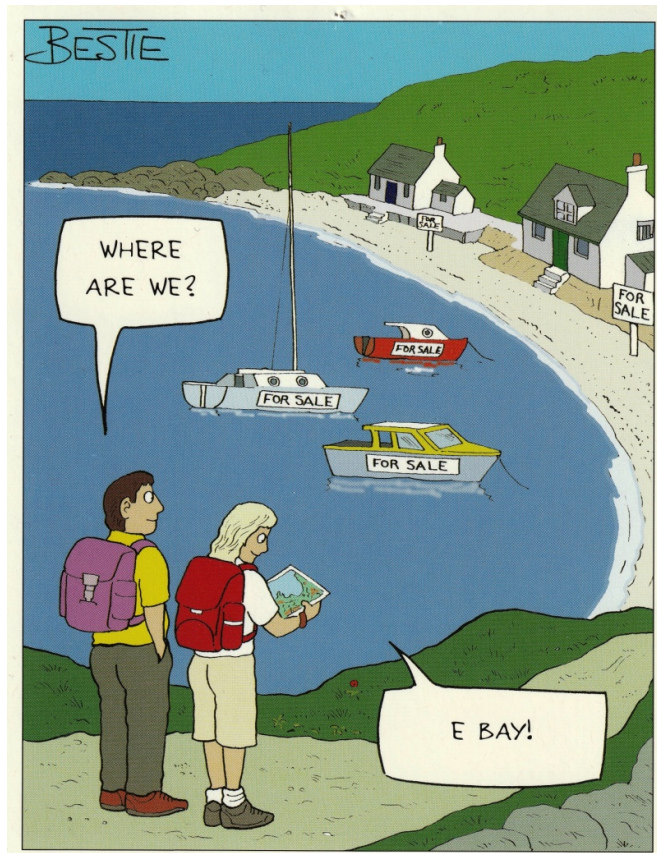
Unit 1, Breckland House, Watton, Thetford, Norfolk, IP25 6JT

On the left as you drive up the entrance road to Watton Salerooms  
where the SCCON Container is located.

All Car Components Snetterton 01953 - 565505

Unit T2, Snetterton Business Park, Snetterton, Norfolk, NR16 2JU

In the business park next to the access road to Snetterton Circuit.



## **The Motor Club Scene in East Anglia in the 1960s**

SCCON has recently been given a few old copies of Spotlight from the late 1960s and some of the comments could have been written today. It was reported that "Insurance Companies, the Police and the RAC were not encouraging events that used public roads". Back then, the organisation who approved rallies on behalf of the government was the Royal Automobile Club (RAC) and Spotlight said that rally organisers were having great difficulty in getting their routes approved by the Police and the RAC. The Police had introduced a new rule that rallies must avoid any road less than 12 feet (3.66m) wide and they wouldn't approve sections of route with "overgrown hedges, blind bends or poor surfaces". Fortunately those requirements were progressively watered down over the next few years.

There were pleas for SCCON to recruit more young members and for some new volunteers to come forward to run events. SCCON made some of their Driving Tests (Autotests) forwards-only / no reversing to encourage newcomers and Snetterton had raised their prices so much that it was considered too costly to hire that venue for SCCON events. Does that all sound familiar? SCCON's 1969 Christmas get-together attracted 37 members compared to last year when we had 35. Back in 1969 SCCON had 126 members versus 165 in December 2024.

There were more motor clubs in East Anglia than there are today: as well as the current clubs (SCCON, ECMC, WSMC, KL&DMC and Chelmsford MC) there were: the British Army Motorsports Association (Eastern Area), Clacton and District Motor Club, the College of Estate Management Motor Club, Dereham Car Club, the East Anglian Motor Club based at Halstead, the Yarmouth and Lowestoft Motor Club, the Norwich Union Car Club, and the Eastern branch of the RAF Motor Sports Association. Most were organising competitive events and, to some extent, they were competing for members. It was suggested that some clubs should merge but that didn't happen, and all those clubs closed over the years for a variety of reasons.

Finally, a tale about SCCON member Brian Potter, who ran Potters Holiday Resort at Hopton-on-Sea and was awarded the MBE in 2012 for services to tourism. He was very successful in Driving Tests and Autotests, but after a SCCON Thursday evening Driving Test in May 1967 Brian had a go at practising front end throws (high speed reverse turns) and he rolled his Cooper S. It was a proper roll too: right onto its roof; the centre-front of the roof was pushed down, one door handle had contacted the ground damaging the door and both front wings were damaged.

The following day, he took it to Charlton's Body Repair Services. The day after that, on the Saturday morning, he collected it "looking better than ever" to head to Felixstowe for ECMC's driving test! Did Charlton's work through the night? And could you get anyone to do that nowadays?

Peter Riddle March 2025

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**THE HARE & TORTOISE**  
**SCCON 12-CAR TULIP NAVIGATIONAL RALLY**



**FRIDAY 28<sup>th</sup> March 2025   Approximately 55 Miles on O.S. Map 144.**  
**Navigation All Tulip, Coloured Roads Only, No white roads in the route.**

**START Carbrooke Village Hall   MR 144/ 949022**  
**Signing On and Scrutineering opens at 18:00. First Car away at 20:01**

**FINISH: The White Hart Rockland All Saints   MR 144/ 992067**  
**Snack food will be included at the finish**

**Navigation : Expert, Intermediate, Novice Pre-Plot and a Marked Map for Beginners.**  
**Awards: 1<sup>st</sup> Expert, 1<sup>st</sup> Intermediate, 1<sup>st</sup> Novice and 1<sup>st</sup> Beginner.**

**Entry Fee: £24   REIS Insurance if required £24**

**Entries and Marshals required to register via SCCON club website**  
**Entry Forms / Marshals / on SCCON Club Website at [www.sccon.co.uk](http://www.sccon.co.uk)**

**Organisers: Derek Webb 07818 - 206265 and Howard Joynt 07917 - 060062**

**Email: [rye.racingderek@aol.co.uk](mailto:rye.racingderek@aol.co.uk) or 07818 - 206265**

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GROSS BERT - do you know him?

An 8-year-old wrote on Instagram "I think I'm going to have a Gross Bert".  
She was hoping to grow in height a bit quicker than her twin sister.

NO SUCH THING AS GOODBYE (lifted from BBC TV's QI programme)

The language of one of the native North American Indian tribes has never had a word for Goodbye. They just say "Enough Hello".



## Herts County Auto and Aero Club (HCAAC) Aston Hill 100 Event

Pete Walters is a former SCCON member and is one of the organisers of this very special event to commemorate the 100th anniversary of the last motor sport event to be scheduled for the Aston Hill Climb course near Aston Clinton in Buckinghamshire. Timed events were run at this venue from 1904 to 1925, so it's one of the earliest motor sport venues in Britain. The Aston Martin car company took its name from Aston Hill. Historic hillclimb cars of the period will give (untimed) demonstration runs up the hill. The oldest Aston Martin (A3 - the third one made in 1921) will be there. It covered 100 miles at Brooklands at over 86mph. 'Green Pea' one of the first two Aston Martin TT 1½ litre Grand Prix racing cars that took part in the 1922 French GP at Strasbourg will be there too. These TT Astons featured in the quiz at SCCON's 2024 AGM; it is also in the March 2024 issue of 'Spotlight'.



**ASTON HILL 100  
CLASSIC & VINTAGE  
CAR SHOW**

**SATURDAY  
17TH  
MAY  
2025**

**ASTON  
CLINTON  
BUCKS  
HP23 6LD**

**100s of  
British &  
European  
classics**

**Vintage  
parade  
run &  
display**

**A unique opportunity to  
witness rare pre-1926 cars  
and motorcycles recreate  
the famous Aston Hill Climb**

**Local craft stalls, food  
and bars/refreshments**

**Aston Hill History  
Exhibition**

**DISPLAY & VISITOR  
TICKETS  
£10  
PER CAR**

**SCAN  
TO BUY**

**ALL PROFITS  
TO CHARITY**

**aston hill climb 100** <https://astonhill100.com/>

Image courtesy of Mary Casserley

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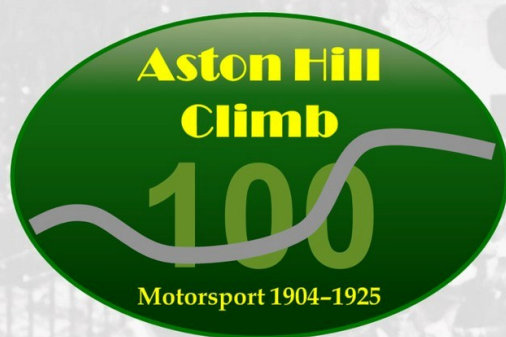
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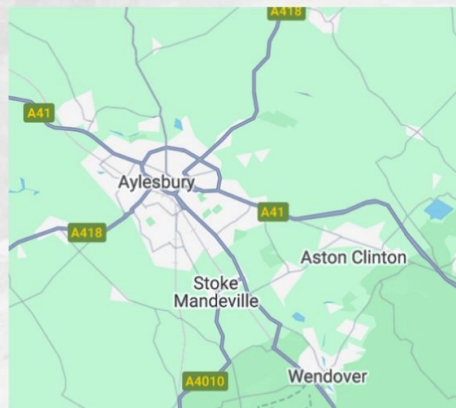


Facebook updates are at: <https://www.facebook.com/profile.php?id=61565835909857>



**Save the date**  
**14-17 May 2025**

**Aston Clinton, near Aylesbury, Bucks**



**Aston Hill** was the scene of some of the country's most prestigious hill climb events from 1904 to 1925, with many notable drivers and motorcycle riders taking part. In celebration we will be running several related events from the 14th to 17th May 2025.

This not-for-profit event will include:

- **Exhibition on the history of Aston Hill:** 14-17 May 2025 (9.00am to 5.00pm each day)  
In the Red Kite Pavillion in Aston Clinton Park. A related new book will be launched too!
- **Display of period vehicles & Demonstration run:** 17 May 2025 (9.00am to 11.30am)  
In Aston Clinton Park there will be 50 cars and 20 motorcycles that competed in the 1904-25 period, or of a type that did so. The "Climb" will start from 10.00am.
- **Veteran, vintage and classic car show:** 17 May 2025 (9.00am - 5.00pm)  
In the show field at the top of Aston Hill, in addition to the period cars and motorcycles, there will be hundreds of pre-1980 British and European classic vehicles. Plus local traders with craft stalls, high quality food and refreshments. SatNav address HP22 5NQ. Tickets available now, PTO.

**Nominated charities** include: Kirby's Herd, Chilterns Neuro Centre and British Motorsport Marshals Club. Please visit our website for more details: <https://astonhill100.com/>

**Primary sponsors**

*Immun'Age*



ECURIE BERTELLI  
PRE-WAR ASTON-MARTINS

**In association with**



**For a Saturday visit - the ticketing web-site is at:**

[https://tickets.matterpay.com/s/aston-hill-climb-100/ZXZlbnQ6NTkzMg==/aston-hill-classic-car-show?fbclid=IwY2xjawlctnBleHRuA2FlbQlXMAABHQ0gOiM5DrDW\\_fnR3Eb0\\_O2le9WM9RuJAAKDFrOP-Dmc2zQRcoQvan2how\\_aem\\_ruCih5mqpM-bVswWd3MhVQ](https://tickets.matterpay.com/s/aston-hill-climb-100/ZXZlbnQ6NTkzMg==/aston-hill-classic-car-show?fbclid=IwY2xjawlctnBleHRuA2FlbQlXMAABHQ0gOiM5DrDW_fnR3Eb0_O2le9WM9RuJAAKDFrOP-Dmc2zQRcoQvan2how_aem_ruCih5mqpM-bVswWd3MhVQ)



## Chelmsford Motor Club's Javalin Targa Rally on Sunday 30th March

More marshals are required - if you can help, please register at  
<https://chelmsfordmc.co.uk/TargaRally/Javalin25> and  
<https://mtc1.uk/Marshals/JJTarga25/MarshalForm.php>

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Here are the details of Eastern Counties Motor Club's Classic Run on 18th May



**A Scenic Tour for Vintage, Classic and Sports Cars organised by  
West Suffolk Motorsport Club & Eastern Counties Motor Club**



**Start** The Hungry Stag Café, nr Elmswell IP30 9FX

Tea/coffee & bacon roll (vegetarian available) included in entry fee

**Midway Break** West Stow Anglo-Saxon Village & Country Park IP28 6HG  
([www.weststow.org](http://www.weststow.org)) admission included

**Finish** Bottisham Airfield Museum, CB25 9BU  
([bottishamairfieldmuseum.org.uk](http://bottishamairfieldmuseum.org.uk)) admission included

APPROXIMATELY 70-MILE ROUTE : JUST £57 ENTRY FEE!

**Navigation by Tulip Road Book or – NEW! – “Sat Nav” on your phone.**

Regulations will be issued on 17<sup>th</sup> March 2025.

**Competition licences and Club membership not required.**

**Entries** [www.southsuffolkclassic.co.uk](http://www.southsuffolkclassic.co.uk)

**For information email** [southsuffolkclassic@gmail.com](mailto:southsuffolkclassic@gmail.com)

Sponsored by:

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

**Thurlow**  
GARAGE

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**FOR SALE - 2001 Alfa Romeo GTV 2.0L Twin-Spark Lusso - YH51 BHL**



**Metallic silver with black leather Momo interior - I have owned this Alfa Romeo for 22 years**

**Mileage is 148K. The car is in regular local use and does trips to North Yorkshire, Manchester and Truro.**

**MOT to 14 November 2025. Advisories are still to be done and the passenger window motor doesn't work.**

**The engine was rebuilt in 2012 at circa 100,000 miles by Autolusso in Dunstable. The car was maintained by Autolusso until 2018, and then by two Alfa Romeo specialists in Norwich - Alfashop and Nick Harper.**

**The price is £2,600. Interested parties please enquire by email to [james@jameskessell.co.uk](mailto:james@jameskessell.co.uk)**



## **The Rixy Stages Rally - 29th December 2024**

SCCON is one of the AMSC member clubs that provide financial and manpower support to enable the Rixy Stages Rally to run. It is held entirely on the Stanford Military Training Area (known as 'Stanta') which imposes limits on photography and any images taken by participants are for personal use only and may not be published on social media.

The rally is named after Ian Rix, a long-time SCCON member and a great supporter and sponsor of rallying in East Anglia. Ian who sadly passed away in 2023, was known for competing in his immaculate light blue Mk1 Ford Escort. The Rixy Stages awards a prize in Ian's name for the car that provides the most entertainment during the event.



Winners: Rob Swann/ Steve McNulty - Ford Fiesta WRC Official photo by Andy Manston

Here is Darren Styles' report on the 2024 Rixy Stages.....

Having only started competing in the left hand seat in the summer, when the chance came up to join Jon Bray in his MG ZR on the Rixy Stages, it didn't take me long to say yes. As many of you know, it's an awesome event, a big rally feel in a compact format.

The lead up to the event for us had been simple! The Circuit Rally Championship round at Donington, and then straight into the Rixy. Sadly Donington lasted all of five miles into Stage 1 for us, with an engine failure that caused our retirement.

With Christmas and not a huge amount of time, credit has to go to Dale and Andrew Lawson who came up with a replacement engine, which was duly fitted and setup on the rolling-road, and then we were good to go.

The day of the event was quite a culture shock; the timing system was different to what I had used before with road sections between stages and the need to think about when to check in and how long to transfer. It soon made sense after a chat with a fellow nav! Then there was the road-book: well planned and written out, and using Tulip diagrams, something I'd used once before on last summer's Classic and Sports Car Run..... but that had been a bit different at much lower speeds.



Stages 1 and 2, were all good from Jon's side of the car. Me? - I struggled and was quite annoyed with how I'd got on with those first two stages. After a bit of a think and making myself some notes, we set about getting ready for stages 3 and 4. Sadly these were cancelled due to incidents, which the team on site did a brilliant job of sorting out and thankfully all involved were OK.

The afternoon loop saw us tackling the morning's two stages in reverse direction. I can only describe them as incredible, 9.5 miles and 5 miles in length, fast, undulating and a real challenge to negotiate. Seeing three figures on the dash at times was a reminder as to just how quickly the powerful cars must have been going. For myself and Jon it was a 3rd place finish in our class, SCCON's Aaron Rix / Dave Smalley and James Durkin / James McGough proving faster on the day and having a fierce battle for the win.



17-year-old Ellie Taylor and Cat Lund's Ford Fiesta R2 after their Stage 1 accident. With no spare daylight on a rally in December this was one reason why Stage 3/4 had to be cancelled.

### **RIXY STAGES 2024 - SCCON RESULTS**

Damian Long / Olly Marshall	Ford Escort MkII	2000cc	10th overall
Aaron Rix / Dave Smalley	Ford Escort MkII	1400cc	20th o/a 1st in class
Dan Wright / Mark Annison	Ford Fiesta	1600cc	30th o/a
Simon Webster / Douglas Young	Ford Escort RS1800		32nd o/a
Mike Webb / Derek Webb	Ford Fiesta ST150		33rd o/a
Jon Bray / Darren Styles	MG ZR Trophy	1400cc	34th o/a 3rd in class
Brian Marquis / Stuart Delf	Peugeot 106	1400cc	37th o/a
Ian McAuley / Richard Glover	Ford Escort MkII	2000cc	38th o/a
Duncan Christmas / Vini Cruz	Austin Mini MkII	1275cc	Retired on Stage 7



## **RIXY STAGES RALLY 2024 - THE IAN RIX ENTERTAINMENT AWARD**

SCCON's Derek Webb teamed up with Mike Webb (no relation) for the first time to compete on the Rixy Stages Rally in Mike's Fiesta ST150. And they won the Ian Rix Entertainment Award as voted for by all the marshals. Derek reckons it must have been Mike's very enthusiastic use of the hand-brake that made them so popular with the marshals.

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### **SCCON AGM 2025**

A big thank you to those SCCON members who attended on 20th February. As a limited company, a legal quorum of attendees is required and this was comfortably exceeded. The AGM went very smoothly with only a few questions asked and the SCCON membership fee remains unchanged at £15 for single, and £20 for family memberships. The club year is 1st April to 31st March and new members who join from January to March will get membership up to 31st March of the following year.

After the AGM, there was a general discussion, mainly about the lack of entries and marshals on recent SCCON 12-cars. The views expressed will be considered during forthcoming SCCON Committee meetings.

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### **LEFT-HAND THREADS**

Left-hand threads cropped up twice recently. Firstly, my daughter's Vauxhall Corsa broke down late one evening with a flat battery. I decided to tow it home but I couldn't get the front towing eye to go into its thread behind the opening in the front bumper. At first I thought it was maybe the wrong towing eye for the car but then, on closer examination, I realised it had a left-hand thread and then it fitted quite easily. Jon Fry has told me there's a loading requirement that towing eyes must meet. Making it with a special left-hand thread prevents someone putting any old bolt into it.

The next example was on television where they told how, during the Second World War, some servicemen had metal buttons on their uniforms that were made of two parts screwed together. Silk maps and tiny compasses could then be secreted within these buttons. But the Germans discovered these special buttons and soldiers found with them were subjected to more severe interrogation. So the Ministry of Defence started making the buttons with left-hand threads..... and the Germans didn't realise.

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### **A SPEED LIMIT IN SUFFOLK HAS BEEN RAISED !!!**

In these days of more and more 20mph and 50mph limits this seems to be almost unbelievable, but the speed limit on an A-road in Suffolk has been raised. The A143 running south from Thetford to Bury St. Edmunds used to have long stretches of 50mph speed limit with average speed cameras to catch the unwary, but the 50 signs have gone so the limit is now 60mph. Hooray!

## Snetterton Stages 2025 - Saturday 8th February 2025

### Rally Report - car no. 45 Jon Bray / Darren Styles



Photo by Richard Styles

Round 5 of the Circuit Rally Championship was on home turf for us. A very cold and windy Friday afternoon saw us getting set up and through scrutineering with no issues. Come Saturday morning the wind had dropped and the temperature was up a little but not by much, but now it was that horrible in-between - not fully wet and not at all dry. Six stages lay ahead of us and, with a seeded position of number 45, the little 1400 MG was out to hold its own in the tricky conditions.

On the back of a class win at Brands Hatch three weeks earlier, our hopes were high that with a good run we could maybe do the same.

Myself and Jon set off into Stage 1 with a clear mission: no mistakes, keep it clean and tidy, and for 7.5 miles of sliding that was pretty much the way it went (including a very nice fully sideways moment through Riches Corner, which was worthy of a round of applause from the marshals!

Stage 2 was a little better and we improved our time but conditions were still very mixed. At that point we were sitting around 35th overall, not bad considering the number of more powerful cars around us. The only incident was being not being able to see anything when Callum Francis lost the engine in his Escort in spectacular smokey fashion just after he came past us!

Stages 3 and 4 went very well, but with the conditions now starting to favour the more powerful cars who we'd got ahead of in the slippery conditions; what we lack in straight line speed we more than make up for in the corners! A slight over-shoot and reverse on stage 3 being the only error (driver too busy waving at the orange army near the finish!)

Stage 5, now it was getting good, drying rapidly and a switch back to full dry tyres was a risk worth taking so we went for it. At this point we had a class lead and our push was to try and break into the top 30 as we were very close.

Stage 6 was all about getting round with no mistakes and no penalties, so we matched the time from 5 and even managed a nice slide out of the bomb-hole for effect!

In the end it was 32nd overall and we won Class F, more good points for our Championship chase and next it's off to Anglesey! A long way from sleepy East Anglia!

Darren Styles

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### **SCCON Natter 'n Noggin Evenings - every 3rd Thursday of the month**

For a chat about SCCON and where you'd like our club to be going, grass-roots motorsport & anything to do with cars in general, come along to one of SCCON's monthly get-togethers at the White Horse, Trowse, NR14 8ST. We gather around 8pm; if you haven't been before you'll be especially welcome.

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### **Broadland MG Owners Club - 33rd Heritage Run**

20 25  
BROADLAND MG OWNERS CLUB  
**HERITAGE RUN**  
Bank Holiday Monday 5th May

Broadland MG Owners' Club's  
**33rd Heritage Run**

Entry is £29 per car which includes a rally plaque, route book plus a bacon roll & cup of tea or coffee for two occupants at the start. For an entry form please go to [www.broadlandmgoc.carrd.co](http://www.broadlandmgoc.carrd.co)

Limited numbers  
Cars must be pre-booked  
Closing date for entries 21 April 2025

BMGOC33

See: [www.broadlandmgoc.carrd.co](http://www.broadlandmgoc.carrd.co)

Entry form is on the next page





Entry form for the

# 33rd Heritage Run

## Bank Holiday Monday

### 5th May 2025

Broadland MG Owners' Club will be holding its 33rd Heritage Run on 5 May 2025, raising money for local charities. This year's run starts from the Caister Volunteer Lifeboat Station, Caister-on-Sea, Great Yarmouth.

### Entry fee for the event is £29

This will include tea/coffee & bacon roll<sup>†</sup> (for driver & passenger), rally signboard, 'Tulip' map route book and a rally plaque on completion.

Closing date for entries is Monday 21st April, cheques should be made payable to:

### Broadland MGOC

Completed entry forms, enclosing the payment, should be sent to:  
HERITAGE RUN, WYNCROFT, LOWER OAKLEY, DISS, NORFOLK, IP21 4AP  
Email [bmgocheritagerun@netcom.co.uk](mailto:bmgocheritagerun@netcom.co.uk)

Alternatively, payments can be made using BACS - **A/C Name:** Broadland MGOC  
**Sort Code:** 30-90-90; **A/C No:** 34214668; **Reference:** your car reg & surname

*If you would like confirmation of your entry, meeting point, times, etc. posted to you please include a stamped, addressed envelope otherwise details will be automatically forwarded to the email address that you have provided below.*

**Please note that confirmation of entry will not be acknowledged until after 24th February 2025**

### CUT OFF SLIP AND RETAIN TOP HALF FOR FUTURE REFERENCE

Please accept my entry form for the 33rd Heritage Run  
Entries received after cut off date cannot be guaranteed a rally signboard or plaque

Name: .....

Address: .....

Postcode: .....

Telephone: ..... E-mail: .....

Car make: ..... Model: .....

Registration: ..... Year: .....

I declare that during the whole period of the event my entry will be covered for full third-party risks. I agree to indemnify and hold harmless the organisers of this event from any claim for accidental damage or personal injury whatsoever caused by my vehicle or driver thereof whilst taking part in the event or the journeying to and from this event and I agree to produce insurance documents if requested.

Signed: ..... Date: ..... Payment made by BACS ☐

Do you agree to the Broadland MG Owners' Club holding your details on file to inform you of future Heritage Runs (please tick):

Yes		No	
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<sup>†</sup> Vegetarian option required?  
Please state how many. ☐