

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2014

**Merry Christmas and a
Happy New Year to all our
Members**



**Christmas Natter & Noggin
at the White Horse Inn
free buffet
Thursday Dec 18th 8pm**

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Downloads available:
(via website or contact David Bell for a paper copy)

[New Year Treasure Hunt
Regs & Entry Form](#)

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PETER'S 'NOT SO EASY' SCCON QUIZ

(questions and answers will be found towards the end of the mag)

Xmas fun and the opportunity to help Peter out with a couple of the answers

The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **White Horse**

Please join us at the White Horse on **Thursday 18th December** for the next Natter & Noggin

Diary Dates

Wednesday 3rd December
Management Meeting

**Thursday 18th December
Christmas Buffet at the White Horse Inn, Trowse**

**Thursday 1st January
New Year Treasure Hunt**

**Thursday 1st January
Seckford Trial
Eastern Counties Motor Club
AMSC Trials
Challenge Round 5**

Wednesday 7th January
Management Meeting

Thursday 15th January
Club night at the White Horse,
Trowse

**Sunday 18th January
Harlton Trial
Cambridge Car Club
AMSC Trials
Challenge Round 6**

**Friday 30th January
12 Car Round 4
AP Tuning**

**Friday 27th February
12 Car Round 5
Canada Garage Motorsport**

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Maggy Bateman.

Saturday 6th December /
Sunday 7th December
Preston
Chelmsford Motor Club

Thursday 1st January
Seckford Trial
Eastern Counties Motor Club

Sunday 18th January
Harlton Trial
Cambridge Car Club

Sunday 18th January
MGJ Engineering
Wethersfield Stages
Chelmsford Car Club

Friday 30th January
12 Car Round 4
AP Tuning

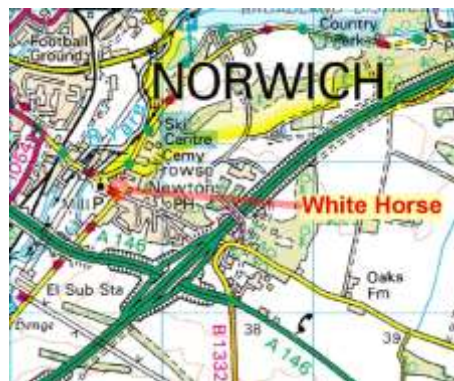
Friday 27th February
12 Car Round 5
Canada Garage Motorsport

AP Tuning 12 Car

Friday
30th January

Wending Village Hall

[White Horse, Trowse NR14 8ST](#)



2014 Dates	Event	Champ.	Contact(s)
Wednesday 1 st January	New Year Treasure Hunt	Clubmans	Ian & Gill Doble
Thursday 16 th January	Paris to Peking		Guest Speakers: Peter & Allison Cotes
Friday 31 st January	12 Car	12 Car	Mark & Lorraine Annison
Thursday 20 th February	Table Top Rally	Clubmans	David Bell
Friday 28 th February	12 Car	12 Car	Bernie Fox & Trevor Addison
Friday 14 th March	March Hare		David Bell
Thursday 20 th March	Club night		
Friday 28 th March	12 Car	12 Car	David Bell
Thursday 17 th April	Club night		
Thursday 15 th May	AGM		David Leckie
Thursday 19 th June	Club night		
Sunday 22 nd June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 6 th July	Regularity Taster 12 Car	Clubmans	Ian Doble
Tuesday 15 th July	Production Car Autotest	Clubmans	David Bell
Thursday 17 th July	Club night		
Thursday 21 st August	Table Top Rally	Clubmans	David Bell
Thursday 18 th September	Club night		
Thursday 16 th October	Club night		
Friday 17 th October	12 Car	12 Car	David & Katy Leckie
Sunday 19 th October	GoMotorsportLive!		Martin Newson
Friday 7 th November	12 Car	12 Car	Peter Riddle
Sunday 16 th November	Car Trial	Clubmans	David Leckie
Thursday 20 th November	Club night		
Friday 28 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 18 th December	Club night		

2015 Dates	Event	Champ.	Contact(s)
Thursday 1 st January	New Year Treasure Hunt	Clubmans	Julian & Sara Riley
Thursday 15 ^h January	Club night		
Friday 30 th January	12 Car	12 Car	Jonathan Stimpson
Thursday 19 th February	Club night		
Friday 27 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 13 th March	March Hare		David Bell
Thursday 19 th March	Club night		
Friday 27 th March	12 Car	12 Car	David Bell
Thursday 16 th April	Club night		
Thursday 14 th May	AGM		David Leckie
Thursday 18 th June	Club night		
Sunday 21 st June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 28 th June	AutoSOLO	Clubmans	Martin Newson
Thursday 16 th July	Club night		
Thursday 20 th August	Club night		
Sunday 6 th September	AutoSOLO	Clubmans	Martin Newson
Thursday 17 th September	Club night		
Friday 25 th September	12 Car	12 Car	
Thursday 15 th October	Club night		
Friday 23 rd October	12 Car	12 Car	
Sunday 15 th November	Car Trial	Clubmans	David Leckie
Thursday 19 th November	Club night		
Friday 27 th November	12 Car	12 Car	
Thursday 17 th December	Club night		

Editorial Chair

Chairman's report December 2014

This month I am trying to keep up to date with my event reports as normally I do most of my typing towards the end of the month and then have trouble recalling all we have been up to, (it's an age thing) so here we go.

November 2nd Debden Final Round of the Autosolo Series

The trip over to the start near saffron Walden was quite damp; some say it was quite wet, I would say it was pouring down even cats and dogs weather. I think we were going to get wet on this one.

We were given the longest test on the site this time, but all of the test could be seen from couple of vantage points. Christine, Maggy, Grace, Chamain and Adrian were in the start area while Rob and I were out on the main part of the test.

We got very wet, top half was ok, but I forgot my over trousers and my jeans were wet up to my middle.

Just before lunch Christine and Grace had to leave to start the food preparations as there was an after event/ series buffet as there were 75+ to cater for.

By lunchtime the rain had stopped and our jeans started to dry out.

They ran three tests three times in the morning and reversed the tests for the afternoon and ran them twice.

As we cleared tests everyone made their way back to the pavilion for the event and series prize giving + the food and drink the girls had gone to the trouble of putting together.

All of this was well received by everyone and thanks were given to Christine, Grace and Cindy and the biggest applause was for them too.

November 9th Woodbridge Final Round of the Targa Series

Yet another early start, as we had to be there at about 7am again to meet and greet the SCCoN marshal team. We were a little down on numbers but as normal perfectly formed. Again we had a large area and two tests to keep changing after each run through by the entries.

Tony Hewitt and Andy Lawson were manning the start line of test one, Jordon and Matt were keeping things in order in the middle and friends from west Suffolk MC, Vini and Jonathan were at the finish, we did have a few others mid tests.

Test two had Christine, Maggy, and Grace looking after the start, being over looked by Paul Doodson on the radio. The rest of the test was looked after by a Chelmsford crew.

The started out a bit damp or rather wet some say again, but it did not last long this time.

All of the tests ran quite well with no real problems just a few drivers getting the navigators lost in test. There was one Peugeot 106 decided to change direction twice and head towards the other cars just starting their run through the test this was a bit worrying for a little while even jumping up and down and waving could not stop him. He did sort it out in the

end without hitting anything.

Matt moved to stop this near miss happening again.

The most important thing was to sort out the Burger run as Bryan Tooke was not with us this time.

Little did Jordan know he was being volunteered for the job which he did manage to carry out with a total success in getting the whole order correct.

November 16th Lyng Round 3 of the Trials Series

Thanks to all the marshals, organisers, officials and most important the wonderful ladies who provided breakfast and lunch for all!!! SCON hosted a great day at Lyng, shame the weather set in to end our fun early!

Newcomer Rob left his Caterham at home in favour of a 106 and drove to a class 1 victory.

In class 2 there was a fight till the last stage when very few points separated Robin Howard's and Andy amounts Saxos, it ended with a class win for Andy, closely chased by Robin and Hannah Ellis in 3rd, beating her dad by 3 points!

In class 4 there was a good battle going on in the wet open top cars the overall class win was taken by Graham Redmayne and an event win overall.

More Mull Rally Mutterings Direct from the Organising Team 2014

Next Mull Rally 9th and 11th October 2015

Following the event we issued three online surveys to gain some feedback on the 2014 Tunnock's Mull Rally. Thank you to everyone who kindly responded to these questionnaires. The spectator ones were quite short, whilst the competitor one requested more detailed feedback on certain sections of the event.

We thought you might like to see some of the results from each questionnaire:

Spectators:

53% travel to Mull by the Oban-Craignure sailing.

68% stay between three to five nights on the island.

70% spend between £200 to £700 whilst visiting the rally.

59% are a group of four, whilst 16% are in a group of over 10.

Over one third buy Tunnock's products over 12 times a year.

70% stated that any purchasing decision would be influenced by a sponsor of the Mull Rally.

88% travelled over 200 miles to come and watch the rally, of that 36% travelled over 300 miles.

89% WILL visit Mull out with the rally to see the island at another time of the year.

Virtual Spectators:

52% followed the event through Facebook.

46% listened to the iRally live radio coverage.

56% watched the webcam footage of SS12.

94% felt that the build up to the rally kept them informed through Facebook, Twitter and the website. Comments being; it generated excitement, brilliant and informative.

77% stated that any purchasing decision would be influenced by a sponsor of the Mull Rally.

41% buy Tunnock's products over 12 times a year

79% want to come and spectate in 2015.

94% were UK residents but there were followers from all round mainland Europe, Canada, Australia, New Zealand, Russia, Dubai and Nigeria as some examples.

Competitors:

One third were first time competitors to Mull Rally.

42% had competed on the event more than 7 times.

52% cross to the island by Lochaline.

70% use Self-Catering for accommodation during the rally.

79% stay for at least 5 nights or more.

Only 16% used the Rally2 Regulations to complete this tough event.

84% used the Mull Rally Facebook and/or Twitter accounts during the build up to the rally.

Comments; one of the best for events that I've seen, Fantastic, up to date and informative, Very good coverage, top marks, Fantastic promotion of the event via social media.

33% came in a party of 10 people or more.

43% had a group of between 5 to 8 people.

63% spent between £700 to over £1500 during rally week. This does not include competing rally expenses.

36% travelled between 300-400 miles to compete on the rally.

61% of those who took part in Shakedown felt that it was of value.

95% used mullrally.org before the rally for information. Comment: great website, I think it is up there with world events in terms of content. Not so easy to navigate on tablets or smart phones.

59% visited the island before the event.

86% stated that any purchasing decision would be influenced by a sponsor of the Mull Rally.

38% buy Tunnock's products over 12 times a year

Answers to common competitor responses:

We are really grateful for the comments we received back from the competitors with regard to the rally. Especially to those who said nice things about the organisation, route and marshals (blush). We wanted to take the opportunity to answer some of the common responses so that we could either explain why we do things this way, or look for more feedback for changes:

Ardtun

The common response was that it was a long way to go for not a lot of mileage; it is expensive for the competitor to go that far, with fuel costs etc. Why not run it twice or lengthen another stage to save going there?

The rally was known as the Tour of Mull and the Mull Rally Guardians get a lot of support throughout the year from the people from the Ross of Mull. Running in the daylight to the configuration we do it is not possible to run at 30 second starts and to merge the field into a

second run through Ardtunas we have done in the dark. Whilst we did not investigate the Fountain Head stage fully it is unlikely that we would have been permission to close the main Fionnphort road for 5 hours during the day.

As for distance, the complete round trip to Ardtun from the Scridain stage is only 22.89 miles. Now that would be a comparatively short road section on just about any other rally. It is just that on Mull every other stage is VERY close to the next one.

Why did you end the Saturday afternoon in Salen and not in Dervaig?

As organisers we try to involve all areas of the island. Hence this year having starts in Tobermory and Craignure for a change and to have one of the Legs finish in Salen. Also it was felt that the congestion in Dervaig could have been an issue during the period when the stages were still live.

There was more road mileage this year than in 2013 that is not what we want. Since the Clerk of the Course took on the role in 2012 he has been looking for new routes or permutations to keep the rally fresh. Hence some new layouts this year that had never been run before. In total there were only 8.73 more road miles this year than last.

Regroups

The regroups are necessary from an organisational point of view to close up gaps in the field from retirements or delays. By having these as regroups and not service time it keeps the sporting element fair for everyone. You could allocate a maximum of 50 minutes service time but a minimum of 30 minutes and what would most likely happen is that the top section of the field would get the maximum service time and those at the tail end the minimum. This keeps it fair.

On Friday night we did have to play around with these times as we had a 1hr 12 minute gap in the field following the crash of Stevie Brown. So for SS4 & SS5 we had to put additional course cars through to inform the spectators that the stage was about to restart, extend the regroup for the leading cars from 10 minutes to 20 and then service for them from 30 mins to an hour so that we could close the gap as much as possible. The remaining gap was then closed up at the stage start.

Why was the start/stop line of Gribun Rocks/Knock moved?

Following site visits by the MSA Observer and our 000 crew it was deemed that spectator access to the big jump was not as safe as it could be. Whilst there is access to close to this area through the fields there is no way past the big rock without walking on the stage. This was deemed unsafe and the decision was made to move the controls from here to allow safer access for spectators.

Why finish in Dervaig, Tobermory would be better.

60% of the competitors who responded felt that the atmosphere in Dervaig made it the right place for the finish of the rally. The thinking behind having the finish in Dervaig, right at the last Stop Line is that we already have spectators there, it captures the emotions as the crews

finish the 23 mile stage and there may be some drama that happens in that test.

We appreciate that it does not necessarily work for competitors as there is nowhere to park where you can then stop for a blether with the other crews. This finish is very much for the spectator.

It is our thoughts that by moving it to Tobermory, for example there would be no atmosphere and no crowd. It would, though allow the competitors to congregate, to collect results and to catch up with each other, something to consider for the future.

In direct response to some individual questions:

Run a Trophy Rally

The main reasoning for not running the Trophy Rally and for introducing Rally2 is on the grounds of safety. The main field may take over an hour to pass a spectator location and the speed of the cars diminishes as the field goes by. You then have 10 minute break and for example, the next car through could be Calum Duffy. The increase in speed is enormous and it is a shock to the spectator who has become accustomed to the slower pace of the previous cars and whose viewing location may have moved. By accommodating everyone in the main field it also keeps the length of the convoy more controlled for looking after the road opening times.

Get us a group deal from Caledonian MacBrayne

We would love to be able to get such an offer to the competitors. We started discussions with Caledonian MacBrayne back in March of this year. It was only the week before the rally that we got confirmation from them of the level of support that they were able to give us. As a public funded body it is difficult for CalMac to support events in the way that they may wish to and we are grateful for the sponsorship we did receive.

People spectating from our group couldn't get access to an entry list.

The entry list was available for download from the website but was also in the event programme that was on sale around the island.

Could you run some daylight stages earlier on the Friday, have a halt and then start again later in the evening?

There is nothing in the Mull Rally Act that would prevent us from doing this but you do have to consider the island residents in the route planning. By closing off roads around 15.00 that road is then shut till 20.00 and we have to consider that people have to get home from work, boats etc. It is also likely that if we did try such a thing we would end up being tied up in knots with roads not being open for a long enough period to be able to shut them again.

Event paperwork: we need it further in advance, we need the road book in advance and we need to know what the chicanes are going to look like:

The route was on the website from 29th March 2014 as a Google Earth file, where Street View could be used to locate control exactly. There were also PDF maps of the full route available at that time. The Road Book is sent by e-mail to every competitor two weeks

before the event showing all road sections and stages, including chicane diagrams and locations. The event regulations, issued in August also highlight the service locations and emergency service locations.

This entry was posted in [News](#), [Spectators](#) on [October 15, 2014](#) by [Barry Whenman](#).



Marshals Post

Upcoming club events – AP Tuning 12 Car, Canada Garage Motorsport 12 Car, March Hare 12 Car, Lyng Garage 12 Car

Other clubs:

Rockingham Stages on Saturday 6th December / Sunday 7th December at Rockingham Circuit (nr Corby) organised by Middlesex County Automobile Club

Preston on Saturday 6th December / Sunday 7th December starting from Barton Mills (nr Mildenhall) organised by Chelmsford Motor Club

Seckford Trial on Thursday 1st January at Seckford Hall (nr Ipswich) organised by Eastern Counties Motor Club

Harlton Trial on Sunday 18th January at Harlton (nr Cambridge) organised by Cambridge Car Club

MGJ Engineering Wethersfield Stages on Sunday 18th January at RAF wethersfield (nr Braintree) organised by Chelmsford Car Club

Further information (if any) available from Maggy Bateman on 01379 783142 – there are also links on the Marshalling page on the club website (www.scon.co.uk/html/marshalling/marshal.html) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Other Club Dates page on the club website (www.scon.co.uk/index.html)

Wales Rally GB

Paul Doodson

Marshalling on the Welsh Rally 2014

This was my second year to marshal on the above event, so I teamed up with Cambridge Car Club, who runs either the starts and / or finishes on various stages.

I decided to leave some 2 days earlier than necessary as I wanted to visit the Museum at RAF Cosford, which is just off the M54 J3. If you are interested in aircraft, it is well worth a visit. Entry to the Museum is FREE !!!! but parking has to be paid for, but, it not a lot of gold... When I was there I was able to visit the Conservation Section of the Museum, where among other aircraft and a boat was the remains of a Dornier 17, which is the aircraft pulled out of Goodwin Sands some months ago. What they intend to do with it, I have no idea, but for sure, it will never fly again. The Conservation section is only open to the public twice a year.

In the main hanger is the only aircraft of its type left, the much missed TSR 2.., an aircraft in its day, was light years in front of anything else. The exhibit shown sadly never flew and now

never will. In the next hanger is the AVRO Lincoln. It is supposed to be haunted. Recordings have been taken, at night, and they have heard switches being turned on and the sounds of a Merlin winding up!! I will leave it to you.

On to Dolgellau, or rather just north of it, where team CCC has their "base camp". Being the first there, I had a small siesta (as you do) before the rest of the gang arrived.

Next day was a very..... early start as the team were manning, not only the start,(SS2 / 6 Dovey) but also the finish clocks as well, while I had "drawn the short straw" so was forced, forced I say, to stay in the warmth of my Toyota while operating the "A" system radio as well as the "C" system.. For me, it was the most interesting part of the event, as you could hear what was going on, all the time. For example, there were 2 entrants I was interested in. Entrant 237: in the shape of Ian Rix / Steve Greenhill. The second entrant being from Germany number 244: Jochen Walther / Stefanie Fritzenmeier in a Volvo 940 none the less. I learnt via the radio



that Jochen had "gone off" on the first stage and the marshals had to struggle to get them moving again. They duly arrived at the start of Dovey slightly battered and bruised but still going.

Second day was Aberhiraant SS 11 / 16 were the team manned the flying finish and the stop. I should add here the flying finish was in a rather dodgy position as the cars, having driven

around the man-made chicane, tended to slide wide towards the flying finish van!! It was here I was able to chat, albeit quickly to Ian Rix, who saw our SCCoN banner and Jochen Walther, who, to everyone's surprise, having left the control area, ran back to thank us all. He was the only driver from the whole field to do so!! Now, for the WRC entrants, Aberhirnant was run again (SS16) and was run after dark, but at least we could see them coming (the lights).

Third day, was another really early start, simply because of the long journey to the stage. SS19 / 22 Alwen: where the team manned the arrival control and the start. Two cars failed to finish this stage (no 9 Andreas Mikkelsen and some hero driving a MG ZR). The first went off and the second, the engine blew about a mile or so in. The first we knew about it was the smoke, at first we thought the forest had caught fire. I am pleased to tell you that both Ian Rix & Jochen Walther were still going strong at this point, However the Volvo did have some rather iffy !!! negative camber on the front wheels !!!, but, did it go off the line!!! It did sound well. Here the WRC cars went through twice while the nationals went through once.

Well that is it, except to tell you that Ian Rix finished 20th Overall and 2nd in class in the National Rally, but sadly, I have to tell you the Volvo was not classified as a finisher, as the gearbox failed just after SS23. A great shame; after such a good run.

I must tell you I was the only member of SCCoN (as far as I know) marshalling on this event, which I feel is a shame.

If you are interested in joining us, why not make the effort and come along to the AEMC training day in Cambridge which is being held on Feb 7th 2015. I can assure you it can be quite good fun and you get in for NOWT.

I do believe this in the bumper Christmas Edition of Spotlight and contrary to the rumour going around, Hon Chairman, (SIR to his friends), will not be giving us all prezzies, but, like me, he will be wishing you all a very Happy Christmas & a Happy, safe, and dare I say, prosperous !!! New Year...

Paul Doodson



Rileys on Safari

Rileys on Safari - South Africa October 2014

It all started when I caught sight of an advert in the July 2013 edition of the Riley Register Newsletter advertising 'Riley Rendevous IV' South Africa 10th – 21st October 2014. Julian enjoys driving his cars around hills and mountains and I enjoy visiting new and interesting places. This suggested a holiday which we could both enjoy. We emailed the organiser Janet Jones and received an enthusiastic reply with a fantastic looking itinerary at a very reasonable price. She also put us in touch with fellow UK Riley owner Ian Irvin who was also planning to take part and ship his Lynx. There was initially some concern that we may have to pay import duty of some £2,000 to take our cars into South Africa, but the local vintage sports car clubs worked on the establishment and persuaded them that this was not necessary.

On the 28th September Julian joined Ian and Mike Martin, who was also sending his Tickford Lynx and attending the rally, at the docks at Felixstowe for loading our cars. The three Rileys were loaded into the container with our Lynx precariously partly suspended from the roof. A couple of days later the container was loaded on to MSC Paris for the 4week journey to Cape Town. Ian was a super star and sorted out all the paper work and met the cars at the other end with much negotiating required with the import papers.

Mike and Ian travelled by train with the cars to Johannesburg where we met them at the home of Roy and Janet Jones. We were met from the station by Mike and Phil Evans, an Australian Riley enthusiast, who it turned out knew everything there was to know about Rileys. Back to Roy's where all the men were under bonnets fixing car and finding out about one another's cars.

The next day we met again at Roy and Janet's before travel out to Glen Afric, an animal sanctuary on the edge of 'the Cradle of humankind'. Here we met up with the other participants, most in Rileys but a few MGs and others in modern cars. Unfortunately Ian had problems with his gear box before we started and had to leave his car at the start. He borrowed Roy's MGB for the rest of the Rally.



A mass photo shoot was organised for the next morning for all the Riley cars, all the participants and the three resident elephants. 14 Rileys lined up – 3 onepointfives, 3 Lynxs, a Tickford, an RM Coupe, a 9 HP Tourer, and a TT Sprite Special, a Kestral, a Gamecock and 'Doris', the WD Tourer. Participants had come from around the world-England, Ireland, Australia and South Africa. The South African participant's had been very generous and had lent their cars to many of their overseas guests.

The next day was free and we visited the local Sterkfontein Caves where some of the most valuable and oldest evidence of humankind has been found. In the evening we were treated to supper in the 'Boma' (an outdoor eating area) with traditional drums and dancing.

Next day we travelled to the Diamond mining town of Cullinan and an early evening trip on a steam train to Pretoria and returned by coach with drink and nibbles on route, back in time for supper.

We got together with two couples from Australia, one of whom was also driving a Lynx, for the long journey to the mountain village of Kapsehoop, famous for its wild horses and monkeys. The hotel was called 'Silver Mist' and that was exactly what we woke up to next day. While the ladies explored the village the men visited the garage of local car enthusiast, who had many varied and interesting cars and offered repair facilities for a problem Riley. We all walked to the edge of the precipice through most interesting rocking outcrops and discovered the fun of 'Geocaching' with another Australian couple.

Next day we headed off to the Kruger National Park, where we had to abandon our cars at the entrance and travel in by Safari Truck. Here we split into three groups to stay at different camps. 10 of us travelled the 40km to stay at 'Hamiltons' a sumptuous, colonial style tented camp on the edge of a seasonal river. On the way in we saw elephants, buffalo, giraffes, zebra,



kudu, wilderbeasts, Impala, springboks, warthogs, and lots of beautiful native birds. We stayed in Kruger for two nights getting up at 5am both mornings for early morning game drives, we would meet up in the bush with our fellow travellers for morning coffee or early evening drinks. It was the start of the raining season and we witnessed the most fantastic storms and got soaked protected by special ponchos as the heavens opened. A fantastic experience.

From Kruger we broke away from the main group and with Australian friends travelled via the Blyde River Canyon to see Bourke's Luck Potholes and God's Window. Unfortunately the rain was torrential and the other Lynx broke down and had to be trailered to our next destination Hulula Lodge on the Da Gama Dam. The next day the whole party was welcomed at the home of Rodney and Susan Green for drinks and a light lunch. Rodney was a macadamia nut farming, Riley enthusiast whose collection included an Ulster Imp and a single cylinder Riley station engine. In the afternoon we took a canoe out on the lake and went for a sunset boat trip.

Next day we had a television crew on board who were making a TV program 'Carte Blanche' which included an article about the Riley Rendezvous'. The program – which is of general interest, lasted about 10 minutes and was shown on prime time South African TV. The tour travelled under camera to the historic town of Pilgrim's Rest and on to Dullstroom.

The next day was the final long drive day back to Glen Afric near Johannesburg. Here we had our final free day visiting the traditional markets and gaining a spectacular view from the Aerial Cableway on the Hartbeespoort dam. The final dinner saw a Riley driver, John Allinson, turning in to a fantastic singer and drag queen, accompanied by a brilliant saxophonist.

The morning met with sad goodbyes to the many new friends we had made from around the world. A brilliantly organised trip.

Julian and I then stayed with a very generous South African Couple in Johannesburg before travelling with the car by train to Cape Town. Here we met again with others who had been on the rally and stayed with generous South Africans, Dave Alexander and Di Dugmore. Here we drove around in the Lynx, visiting the Cape Town Crank Handle Car club, Table Mountain, Hermanus, Simon's Town, the Franschoek Motor Museum, Cape Point and the Cape of Good Hope.

We had a fantastic time in South Africa we would recommend the Riley Rendezvous to anyone considering attending the next one due to take place in 2017. We found everyone so friendly, kind and generous. Our thanks to Janet and Roy Jones and Tony and Susan Beswick for the exceptional organisation. The Riley is still enjoying an extended stay in Cape Town awaiting its return trip over Christmas, fortunately we had no mechanical problems throughout the whole trip although Julian carried out regular inspection checks and maintenance. It will soon be ready for its next trip on the Flying Scotsman.

Sara Riley

Rileys' New Year Treasure Hunt & Scatter

Thursday 1st January 2015



Starting from Church Plain Car Park, Loddon [NR14 6LX](#)

Finishing at the White Horse, Trowse [NR14 8ST](#)

Entry Fee £10 per car
(includes 2 x soup & roll at the finish)

Map 134 (any recent edition) required

It would be helpful if completed entry forms and fees are received prior to Christmas to help with printing and admin, but entries will also be accepted at the start of the event (a telephone call or email from late entries, prior to the start, would be very helpful).

2014 Clubmans Series Championship

Key		
AAC		AMSC AutoSOLO Challenge
TRC		AMSC Targa Rally Challenge
ETC		AMSC Trials Challenge
R1	01-Jan-2014	Treasure Hunt
R2	20-Feb-2014	Table Top Rally
R3	06-Jul-2014	Regularity Taster
R4	15-Jul-2014	Production Car Autotest
R5	21-Aug-2014	Table Top Rally
R6	16-Nov-2014	Car Trial

Final Championship Positions (top 19):

o/a	Driver	AAC	TRC	ETC	R1	R2	R3	R4	R5	R6	Total
1	Geoff Bateman	7	8	4	11	13		13		4	60
2	John Peterson	13		16				26			55
3	Mark Banham	4	5		15			23			47
4	Julian Riley			9	18	8				7	42
5	Jonathan Stimpson		4	12					8	13	37
6	Peter Riddle				10	12			13		35
	Tony Hewitt				9	5		21			
8	Rob Henchoz					18		14			32
9	Andrew Lawson				12	11			4		27
	Rob Kitchen		7					20			
	David Smalley		10					17			
12	Jon Bray	6	13			7					26
	David Leckie	10		5				11			26
14	Mark Annison							19	5		24
	Maggy Bateman				11	13					
	Sara Riley				18	6					
17	David Daniels			11						10	21
18	Ian Doble					10		10			20
19	Chloe Hewitt				9	5		5			19

Clubmans Series Round 6

Lyng Garage Trial

Results						
Car	Driver	Car	Class	Class	Total	o/a
24	Jonathan Stimpson	Ford Puma	2	N	66	1
23	David Daniels	Ford Puma	2	N	72	2
14	Robert Fellowes	Peugeot 106	1	N	74	3
12	Julian Riley	Peugeot 106	1	E	75	4
211	Matthew Catchpole	Ford Fiesta	2	N	78	5
210	Chris Lodge	Ford Fiesta	2	N	79	6
11	Geoff Bateman	Proton Satria GTi	1	N	101	7

Marshals:

Alan, Andrew, Bryan, Christine, David, David,
Gill, Howard, Ian, Jez, John, John, Maggy, Martin, Mick, Philip, Rob

2014 / 2015 AMSC Trials Challenge

Round	Date	Venue	Organising Club
1	19 th October	Kensworth	FMC
2	2 nd November	Ivinghoe Aston	FMC
3	16 th November	Lyng	SCCoN
4	30 th November	Wattisfield	WSMC
5	1 st January	Seckford	ECMC
6	18 th January	Harlton	CCC
7	22 nd February	Holbecks	WSMC
8	15 th March	Wattisfield	WSMC
9	19 th April	Ivinghoe Aston	FMC

CCC (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)
SCCoN (Sporting Car Club of Norfolk) **WSMC** (west Suffolk Motor Club)

2014 AMSC AutoSOLO Challenge Awards

AutoSOLO			Autotest		
	Overall	Daren Hall		Overall	John Peterson
A1	<=1400cc		D1	<=1400cc	
	1 st	Vini Cruz		1 st	
	2 nd	Duncan Christmas		2 nd	
	3 rd	Luis Gutierrez Diaz		3 rd	
A2	>1400cc		D2	>1400cc	
	1 st	Marcus Keeble		1 st	Rafal Suryś
	2 nd	Adrian White		2 nd	
	3 rd	Wojciech Koziel		3 rd	
B	2 seater sports		E	Other	
	1 st	Jonathan Williams		1 st	Richard Nel
	2 nd	Kevin Lockwood		2 nd	
	3 rd	Roger Dudley		3 rd	
C	Other				
	1 st	Ian Rowles			
	2 nd	Rebecca Rowles			
	3 rd				

2014 AMSC Targa Challenge Awards

		Driver	Navigator
Overall		Keith Lane	Julie Lane
MA	Master <= 1400cc		
	1 st	Matt Endean	Suze Endean
	2 nd	David Lobb	Matt Endean
	3 rd	Suze Endean	Georgina Clark
MB	Master > 1400cc		
	1 st	Jim Bowie	Adrian White
	2 nd	Adrian White	Derek Rogers
	3 rd	Gavin Rogers	Alan Coombs
EA	Expert <= 1400cc		
	1 st	Kim Adams	Emilie Russell
	2 nd	Rob Russell	Bob Betteridge
	3 rd		
EB	Expert > 1400cc		
	1 st	David Smalley	Chloe Hewitt
	2 nd	Jonathan Williams	Mark Wade
	3 rd	Jon Bray	Mike Vainola
N	Novice		
	1 st	Wojciech Koziel	Tomasz Cebo
	2 nd	Robert Potyra	Piotr Rudzki
	3 rd	Conrad Bos	Oliver Bos

2015 AMSC AutoSOLO Challenge Calendar

Round	Date	Venue	Organising Club
1	26 th April	Debden	WSMC
2	28 th June	tbc	SCCoN
3	19 th July	Woodbridge	ECMC
4	6 th September	tbc	SCCoN
5	27 th September	Wethersfield	CCC
6	8 th November	Debden	WSMC

CCC (Cambridge Car Club) **ECMC** (Eastern Counties Motor Club) **FMC** (Falcon Motor Club)
SCCoN (Sporting Car Club of Norfolk) **WSMC** (West Suffolk Motor Club)

2015 AMSC Targa Challenge Calendar

Round	Date	Venue	Organising Club
1	8 th March	Sculthorpe	KLDMC
2	19 th April	Wethersfield	CMC
3	7 th June	Debden	WSMC
4	12 th July	Wethersfield	CMC
5	12 th September	Debden	WAC
6	1 st November	Woodbridge	CMC

CMC (Chelmsford Motor Club) **KLDMC** (King's Lynn & District Motor Club)
WAC (Wickford Auto Club) **WSMC** (West Suffolk Motor Club)

Waveney's 12 Car - 7th November 2014

SCCON's second 12-car of the 2014/15 season started from Waveney's premises opposite the Railway Tavern in Tivetshall St. Margaret. A somewhat depleted entry of only seven crews was reduced to six when Ian Graham was unwell and John Peterson couldn't find another navigator.

The first section was defined by a list of "do not pass" features, and this caused three crews: Robert Aldous / David Mann, Gordon & George Shipley and Dave Smalley / Jon Bray to miss a code board, though they didn't all miss the same one. At TC2 Geoff Bateman / Nick Dunkley were leading as they were the only un-penalised crew.

The route from TC2 to TC3 was defined by grid squares, but Geoff and Nick lost their lead here by failing to record a code board. The pencil line marking the route on their marked map had a small gap with a choice of two yellow roads but they didn't follow the instruction in their envelope that said "make sure you don't pass thro' a blue cross (it may be faint)". The new leaders were Dale and Andrew Lawson.

The next section had a long stretch of 30mph speed limit, so no penalty was applied for any time lost at TC4, but the navigators still had something to think about near Quidenham where a short un-surfaced private white road, previously unused by any SCCON 12-car, was defined by a 'not-as-map' junction diagram. Ian and Christine Humphreys were marshalling a Passage Control at the top of the white, while TC4 was ably handled by Danny Lemmon and his daughter Georgia.

The navigation for the next section varied in difficulty for the different classes. The Novices had TL, SO, TL, etc. (i.e. turn left, straight-on, turn left.....) while the Inters had YYY YYYY YWY..... YBB etc. which defined the road colours at each junction. These letters were partially squashed together for the experts who had a string of 21 Y's with no gaps. This wasn't as hard to decipher as it looked, because there was only one route that didn't pass any whites. Brian Marquis stumbled on this one, the only section he got wrong, otherwise he and Mark Annison would have won. It was also the undoing of Dale and Andrew's good run when they missed the code-boards on a couple of triangles. This part of the route crossed the flat countryside between Banham and Bunwell, ending near the eastern edge of map 144. The DSO (Driving Standards Observer) was pleased to see everyone driving very sensibly through the quiet zone at Carleton Rode. TC5 at the end of the section was on a 'not-as-map' grass triangle, but Geoff and Jon got a WD (wrong direction) when they didn't follow what it said in their envelope (to be opened at TC4).

Crossing onto map 134, 'tulip' diagrams took crews via the unmarked 90-left under a railway bridge at map reference 175953 - everyone had been warned at the start to be very careful here. The tulip diagrams were in the correct sequence for everyone except the experts for whom they were a bit jumbled but, despite this, experts Rob Aldous and David Mann lost less time than everyone else. This section finished at the south end of Fritton Common where our marshal Mike Lambert reported seeing very little traffic apart from the rally cars.

The next piece of navigation featured grid lines and spot heights to be crossed. Everyone had to "go for a P" in order to follow the correct route. In fact it was the letter 'P' of Priory Farm in grid square 2893. This section featured several long straight roads, so there was no difficulty in maintaining the 30mph average speed and everyone was un-penalised except for Gordon Shipley who had an indiscretion involving a trip into a field. Note to Gordon - it's primarily a navigational event! This section passed through Shotesham Ford that used to be a regular feature of SCCON 12-cars, even stopping one event near the end because it had become too deep. It hadn't been used for many a year, but everyone took it steadily and it caused no problems this time.

The final section started in the lay-by on the A140 just north of Newton Flotman. It was five miles

long and the instruction was to "go through the following spot height and no other..... 36". A bit of head-scratching meant that nearly everyone lost a few minutes here. Two cars had been very close to their fail time but only Gordon went OTL (over total permitted lateness).

Peter Riddle's route had over fifty five miles of yellow roads (mostly narrow ones!) within the sixty mile route. It had been an enjoyable drive for the participants and it was a pity the event didn't attract a bigger entry. Peter calculated the performance of an imaginary 'top crew' by adding up the individual best performances on each section, to show what might have been possible on the night. This imaginary crew would have scored 0 fails and 3 minutes time loss.

It was good to see event-sponsor Stuart Dobson at the finish in Caistor Hall where Robert Aldous and David Mann were announced as the worthy winners in their thirteen year old Ford Fiesta.

'Jimmy' November 2014

Results

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
1	E	David Smalley / Matthew Smalley	1	23	1	
6	N	David Smalley / Jon Bray	1	29	2	1
4	I	Dale Lawson / Andrew Lawson	2	30	3	1
3	I	Mark Annison / Brian Marquis	3	23	4	2
7	B	Geoff Bateman / Nick Dunkley	7	6	5	2
5	N	Gordon Shipley / George Shipley	7	18	6	3
2	E	John Peterson / Ian Graham	D N S			

Thanks to Peter for organising, Stuart for sponsoring and all the marshals: Peter (Boards), Paul (Scrutineering), Peter (Signing On), Paul & David (TC1), Julian & Simon (TC2), David & Maggy (TC3), Ian & Christine (PC), Danny & Georgia (TC4), Ian, Gill & Bryan (TC5), Mike (TC6), Julian & Simon (TC7), David & Maggy (TC8), Paul & David (Course Closer), Peter (Results).

Calendar

Round	Date	Event	Organiser(s)
1	17 th October	P & H Novice	David & Katy Leckie
2	7 th November	Waveney	Peter Riddle
3	28 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	30 th January	AP Tuning	Jonathan Stimpson
5	27 th February	Canada Garage Motorsport	Mark & Lorraine Annison
	13 th March	March Hare	David Bell
6	27 th March	Lyng Garage	Simon Tebbutt

Waveney Mushrooms 12 Car - 28th November 2014

Results

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class
11	B	Andrew Scott / Joe Buxton		1	1	
10	B	Leighen Ball / Davida Ball		4	2	1
9	B	Rob Henchoz / Sophie Henchoz		12	3	2
2	E	Jonathan Stimpson / Peter Riddle		18	4	1
4	E	Ian Woodley / Damian Conway		19	5	2
7	N	Gordon Shipley / George Shipley		21	6	1
1	E	Matthew Smalley / David Smalley		27	7	3
8	N	Tony Hewitt / Chloe Hewitt	1	1	8	2
6	I	Dale Lawson / Andrew Lawson	1	17	9	1
5	I	Mark Annison / Brian Marquis	2	30	10	2
3	E	Mark Banham / Paul Haylock	3	32	11	4

Thanks to David & Robert for organising and also sponsoring and all the marshals: David & Robert (Boards), Robert (Scrutineering), Julie & David (Signing On), David & Robert (Course Opener), Chris & Steven (MTC1), David & Janice (STC2), Ian & Gill (STC3), Simon & Dick (STC4), Mike (STC5), Lee (STC6), Marcus (STC7), Neil & Marie (STC8), Rob (STC9), David & Janice (STC10), Ian & Gill (STC11), Simon & Dick (STC12), Chris & Steven (Course Closer), David (Results).

FOR SALE

Proton Satria GTi

1800cc

Mitsubishi Evo 3 engine without the turbo (4G93 type)

73,000 miles

V reg (1999?)

Taxed until end Dec and MoT until Feb some time

Class winner at Woodbridge Targa

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	Title	Pub Date	Edition
131	Boston & Spalding	22/02/12	D2
132	North West Norfolk, King's Lynn & Fakenham	30/03/11	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	29/01/14	D3
134	Norwich & The Broads, Great Yarmouth	28/11/12	D3
143	Ely & Wisbech, Downham Market	25/07/14	D2
144	Thetford & Diss, Breckland & Wymondham	07/11/12	<u>B3</u>
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	11/11/13	D3
156	Saxmundham, Aldeburgh & Southwold	28/05/13	B3

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- CCTV monitoring
- £60+vat per calender month

Preparation

1. Condition recorded inc photos, and receipt issued
2. ID allocated, keys tagged
3. Tyre pressures increased to 50psi (reduce flat spotting)
4. Parked uncovered for 24hrs, windows lowered to air dry
5. Vehicle started and brakes used to remove flash rust
6. Moved to storage bay, and allowed to cool fully
7. Battery disconnected
8. Car cover fitted (supplied by owner)

Competitors: Licences (H)

Appendix 1: Charts and Diagrams

Chart 7: Competitors Minimum Ages

<i>Discipline</i>	<i>Driver</i>	<i>Navigator</i>	<i>Front Passenger</i>	<i>Rear Passenger</i>	<i>Remarks</i>
RACE					
Car Race	16				14 Junior Race Formulae only
Truck Race	21				21 min age on road
Kart Race L/C	16				210cc max to 17
Kart Race S/C	8				85cc gearbox from 13
Kart Tyro	11				
Kart Endurance	16				15hp per Kart
Kart Bambino	6				Special Conditions
RALLY					
Road Rally	17+RTA	12		2	2-4 in a Child Seat
Navigation Rally	17+RTA	12		2	2-4 in a Child Seat
Stage Rally	17+RTA	16			14 Junior Rally Championship only 14 Single Venue Navigator
TRIALS					
Car Trial	14		12		
Classic Reliability Trial	17+RTA		14	2	2-4 in a Child Seat
Sporting Trial	16		14		
AUTOTEST					
Autotest	16				
PC Autotest	14		12		
CROSS COUNTRY					
Hill Rally	17+RTA	16			
Safari	17+RTA	16			
Cross Country Tyro	13		12	2	2-4 in a Child Seat
Cross Country Trial	17		14		Junior Trials from 8-17
SPEED					
Sprint and Hillclimb	16				
Minicross	14				
Autocross	16				14 Junior Autocross
Clubcross	14				
Rallycross	16				14 Junior Rallycross
Drag Race	16				Junior Dragsters from 8

The newsletter is now available electronically and a link will be emailed to Club Members who register

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201412.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

Adobe Acrobat Reader is available as a free download from get.adobe.com/uk/reader/

Go Motorsport Live! – East

October saw the culmination of many months' hard work by the Association of Eastern Motor Clubs (AEMC) when Go Motorsport Live! – East ran at Snetterton.



“It was fantastic to see so many clubs, organisations and people working together and many clubs have already reported new club members joining as a result of the event”



Following on from the success of the national Go Motorsport Live! event at Silverstone last year, the AEMC joined forces with the MSA, ACU, car clubs, kart clubs and championships to showcase motor sport within the eastern region, with the support of MSV and the Classic Sports Car Club (CSCC).

Entry was free, as were passenger rides on an AutoSOLO course, which gave over 140 people their first taste of grassroots motor sport. Visitors also had the chance to experience navigating on a targa rally alongside an experienced driver. Again this was free and over 100 people took the challenge.

“There were lots of smiling faces once they had successfully navigated the course laid out on Snetterton’s 100 circuit, and many people expressed an interest in taking part in both autosolos and targa rallies in the future,” said Suze Edean, Go Motorsport’s South East RDO.

“As well as the chance to experience passenger rides, there were sprint demonstrations, karting demonstrations, car trial demonstrations, motorbike demonstrations and rescue demonstrations held during the day. There were many clubs exhibiting with everything from autocross cars to stage rally cars to 4x4s on display, as well as marshals and volunteers on hand to talk about the volunteering opportunities involved in motor sport.”

Over 800 people attended in total, with the CSCC race meeting providing the backdrop. “It was fantastic to see so many clubs, organisations and people working together and many clubs have already reported new club members joining as a result of the event,” Edean added.



Go Motorsport Live! EAST



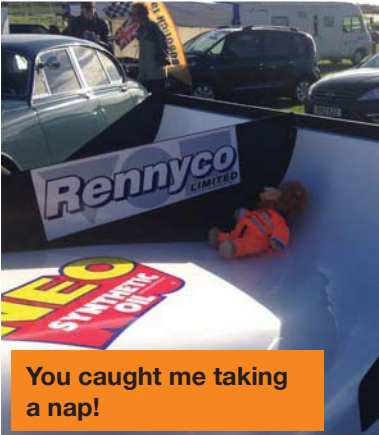
Finding out about 4x4 events with the Breckland LRC



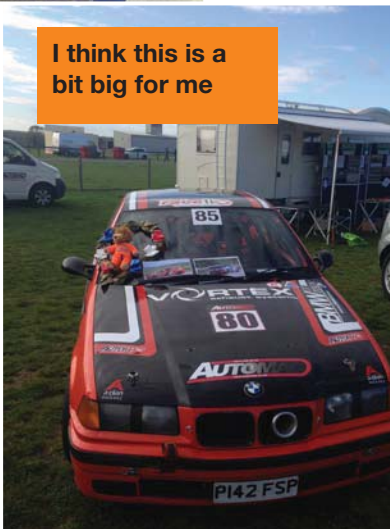
Shotgunning a seat for the AutoSOLO passenger experience



Look, i recruited some new volunteers!



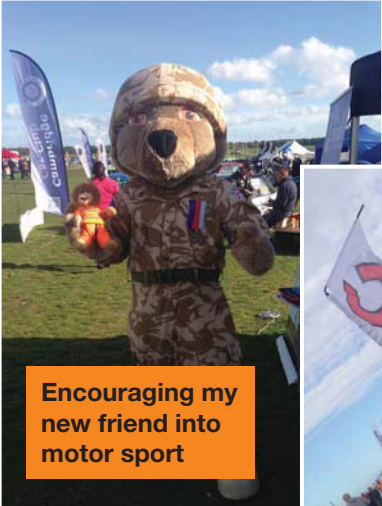
You caught me taking a nap!



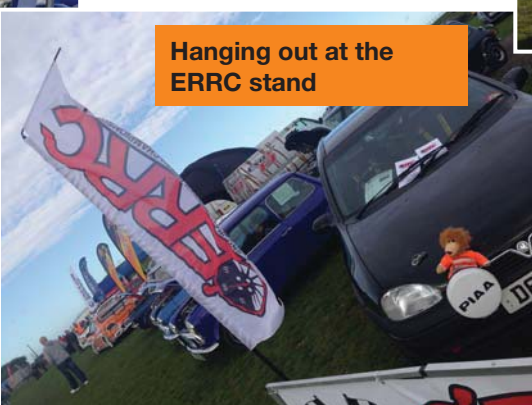
I think this is a bit big for me



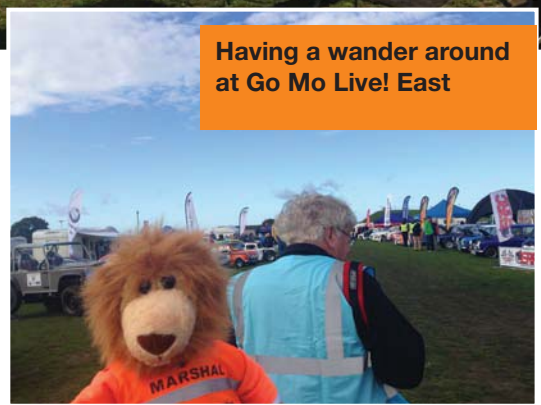
Learning all about our 2 wheel friends with the ACU



Encouraging my new friend into motor sport



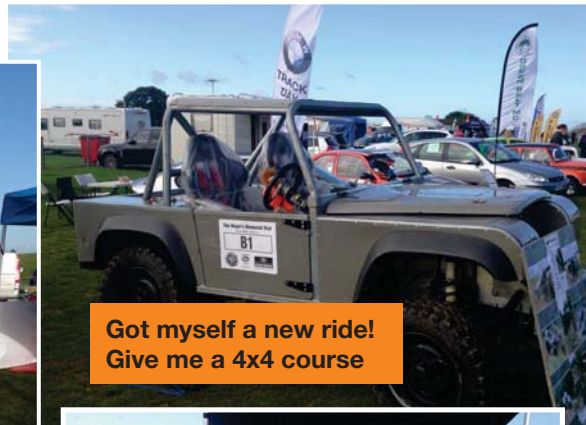
Hanging out at the ERRC stand



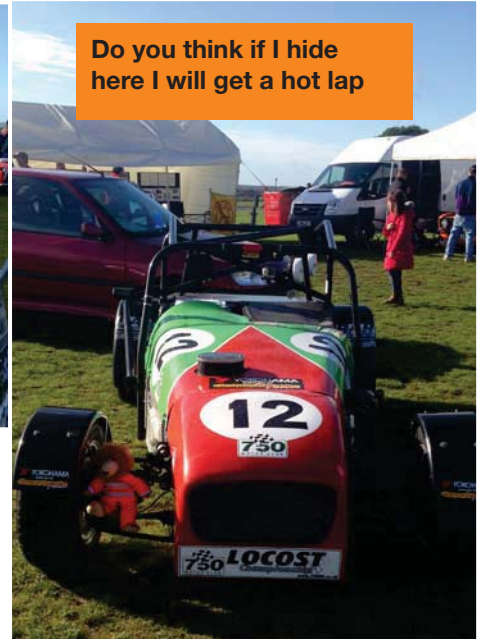
Having a wander around at Go Mo Live! East



I found myself an organiser with Brian Hemmings!



Got myself a new ride!
Give me a 4x4 course



Do you think if I hide here I will get a hot lap



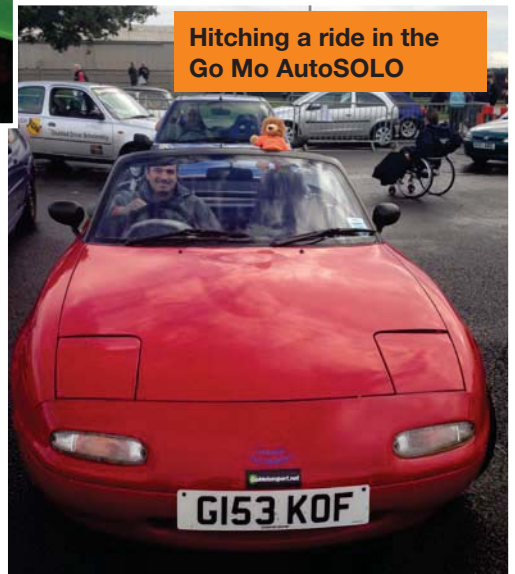
Found myself a new place to chill out on the Santa Pod car



Enjoying the competition cars with Kings Lynn MC



Got myself the best seat in the house to get some fresh air



Hitching a ride in the Go Mo AutoSOLO



Helping out with the timing with Borough 19 MC



Supporting my friends at the East Anglian Air Ambulance

PETER'S 'NOT SO EASY' SCCON QUIZ

We are now in the 17th season since I started recording the winners of SCCON 12-cars and I've reached 100. They've been won by 52 different crews in 43 different types of car, including two different Volvo PV544s.

Q1 Which make and model of car has won the most SCCON 12-cars out of the last 100?

Q2 & Q3 Which two types of car came second with 10 wins each (one of them was the same car every time)

Q4 Who won a SCCON 12-car in a car with a rotary engine?

Q5 Which F1 car? (see photo) It was designed by Colin Chapman and Frank Costin.



Q6 Who are these two on the 1963 Liege Sofia Liege? I bet you didn't know they rallied one of these!



Q7 Who are these rally people and what year is it? (I think they're standing in front of an Opel Kadett GTE)

I've been in the same motor clubs as two of them.

I've worked for the same companies as two of them.

I worked on a British Rally Championship Group B car for one of them.

I don't know who three of them are! So you'll have to ask David Mann and see if he can remember.



Q8 These two photos (below) were taken on the same speed test during the 1982 Lombard Golden 50 Rally. In the grounds of which stately home was this speed test held?

One of these Minis competed in several multi-venue events in the AEMC Stage Rally Championship.

Q9 The other Mini won a more prestigious event, but not with the driver shown here. Which event?



Q10 When I was a youngster I thought the car pictured below was one of the best looking cars in the world. Only 8 were built between 1952 and 1954. It has a V8 engine of 1996cc giving a top speed of 'only' 118mph. In 2013, one was sold in America for \$1,760,000. What is it? You might be surprised.



Q11 Which member of the Royal Family finished 73rd on SCCON's Lancia Pointer Stages Rally held on 3rd June 1973? IMPORTANT - does anyone have a copy of the results of this event, or if anyone can remember the car he was driving, please tell me (Peter R).

Q12 Which Motoring News Rally Champion finished 1st in class and 4th overall driving this Hillman Imp on SCCON's 1975 Lancia Pointer Stages Rally? (see photo)



Q13 Patrick Head, one of the co-founders of Williams Grand Prix Engineering in 1977, had previously competed on 'Restricted' rallies as a navigator in which of the following cars? Singer Chamois, 1098cc Mini, Saab 96 V4

PETER'S QUIZ - ANSWERS

Q1 *Vauxhall Nova*

Q2 *Peugeot 205 GTi*

Q3 *Peugeot 106 Rallye (Alan Shrimpton's)*

Q4 *Trevor Addison/Andrew Lawson won the 2011 'Your Ideal Shop' 12-car in Trevor's Mazda RX7*

Q5 *1956 Vanwall 2.5 litre Formula 1 (reputedly it had 'difficult' handling)*

Q6 *Brian Culcheth and Roger Clark in a works Triumph TR4*

Q7 *Back row L-R: Russell Brookes, Andrew Wood, Mark Lovell, ? , John Taylor*

Front row L-R: ? , David Mann, ?

It's probably between 1984 and 1987 because that's when Andrew Wood was rallying an Opel Kadett GTE. He finished 12th on the 1985 RAC Rally. David - do you know the exact year?

Q8 *Blenheim Palace*

Q9 *Timo Makinen drove AJB 44B (the Mini in the RH photo) to win the 1965 Monte Carlo Rally. But in the photo it is being driven to another victory by Paddy Hopkirk on the 1982 Lombard Golden 50 Rally.*

Q10 *Fiat 8V Ghia Supersonic (later, Ghia fitted the same body style onto Jaguar XK120 chassis).*

Q11 *Prince Michael of Kent.*

Q12 *Peter Bryant, who was 1972 MN champion navigator with Harold Morley in their RS1600. He set the fastest time of the day through Hockering Wood.*

Q13 *All of them - Singer Chamois with Andy Dawson, 1098cc Mini and Saab 96 V4 with Ian McKean. He navigated Ian's Saab on SCCON's 1973 Lancia Pointer Stages Rally finishing 41st after they lost 1st and 2nd gears.*

He also drove on several road rallies in his own cars: a Hillman Imp, an ex-Tom Trana Volvo PV544, and his Saab 96 that was standard except for Bilstein dampers.