

# SCCORN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

December 2019



**Mike Smith's Mark 3 Lancia Delta**



[www.instagram.com/SportingCarClubofNorfolk](https://www.instagram.com/SportingCarClubofNorfolk)



[www.twitter.com/SCCoNorfolk](https://www.twitter.com/SCCoNorfolk)

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## Downloads available:

(via [www.sccon.co.uk](http://www.sccon.co.uk) or contact Jon Scoltock for a paper copy)

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Social Secretary

Membership Secretary

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Child Protection

Company Secretary

Committee Members

**If you have a story you would like to submit for  
spotlight, please email [Spotlight@SCCoN.co.uk](mailto:Spotlight@SCCoN.co.uk)**

## **Welcome to Spotlight...**

Welcome to this festive edition of Spotlight. When I say festive, there isn't actually much in it about Christmas, but hopefully this bumper issue will help you to get through those long nights in front of the fire or give you an excuse to escape the carnage of wrapping paper being ripped apart and mince pies being devoured.

While preparations for Christmas are no doubt in full swing, many folk will be doing last minute preparations for an even more important event – the one and only Preston, which takes place this coming weekend (Dec 14/15). At one point, it looked unlikely that the event would return in 2019, but I am pleased to see it back on the calendar for a 41<sup>st</sup> time. Glancing through the entry list (available on the Chelmsford MC website) shows just how far people are willing to travel to take part, which is a real credit, not just to the team behind it, but also to the challenging terrain this region has to offer, despite not being renowned for its rallying heritage. I hope to see a few of you out and about during the night, and I'd like to wish all of the crews good fortune on what is one of the toughest events around.

Beyond the Preston, the Christmas club night is on the 19<sup>th</sup>, so please try and make it along if you can. There will be food provided and it's a great chance to celebrate another great year of club motorsport. If you're looking for another excuse to escape from the festivities, the Stanta targa is also returning on the 29<sup>th</sup>. This event has a full entry, so please come along and marshal if you can.

There are plenty of updates from recent events in this issue, as well as a couple of car features. Thanks to Mike Smith for sending in some details on his road car. It's something a bit different to the norm, so I hope you enjoy reading about it. If you'd like to include something in a future issue, please drop me a line. Stories from you guys (and girls) are what club motorsport is all about, so please share them with your fellow members. Whether it's a story about an event or a car, I'd be more than happy to help you put something together.

I have been doing Spotlight for just over a year now so, as 2019 comes to a close, I would like to take a quick moment to thank everyone in the club that has helped me put it together over that time; including Peter Riddle, Martin Newson, the ever-helpful Dave Bell, who works tirelessly to put together event results, and everyone else who has lent a hand. I'm hoping to give things a bit of a visual refresh for 2020, so stay tuned.

Lastly, I hope you all have a great Christmas and New Year. See you in 2020.

Jon Scoltock – Editor, Spotlight  
[Spotlight@SCCoN.co.uk](mailto:Spotlight@SCCoN.co.uk)

If you'd like to read more of my motorsport-based ramblings, you can find me on the below social media channels:



[www.Twitter.com/MaximumAttackDT](https://www.Twitter.com/MaximumAttackDT)



[www.Instagram.com/MaximumAttackRallying](https://www.Instagram.com/MaximumAttackRallying)

## The Month Ahead...

### 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 SCCoN club nights are currently held at the White Horse, Trowse, NR14 8ST. Any change in venue will be communicated through Spotlight or the SCCoN website. For directions, please refer to the map at the bottom of the page.

Please join us at 8pm at the **White Horse** on Thursday 19<sup>th</sup> December for Christmas Natter and Noggin.

### Diary Dates

Saturday 14<sup>th</sup> – Sunday 15<sup>th</sup> December

The Preston

Thursday 19<sup>th</sup> December  
Christmas Club Night

Sunday 29<sup>th</sup> December  
Stanta Christmas Targa

Wednesday 1<sup>st</sup> January  
Seckford Hall Car Trial

### Marshalling

Marshal Points:

Saturday 14<sup>th</sup> – Sunday 15<sup>th</sup> December

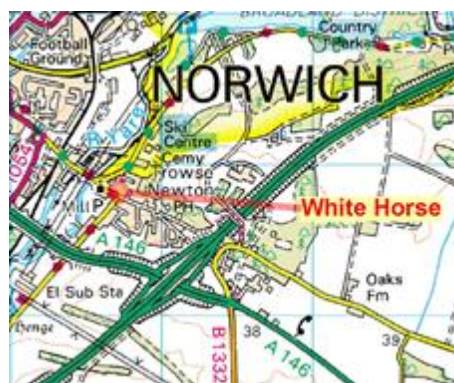
The Preston

Sunday 29<sup>th</sup> December  
Stanta Christmas Targa

Wednesday 1<sup>st</sup> January  
Seckford Hall Car Trial

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

The next club meeting will occur on Thursday 19<sup>th</sup> December, at the [White Horse](#) in Trowse, NR14 8ST



2019 / 2020 Dates	Event	Champ.	Contact(s)
Saturday 14 <sup>th</sup> – Sunday 15 <sup>th</sup> December	The Preston		Chelmsford MC
Thursday 19 <sup>th</sup> December	Christmas Club Night		
Sunday 29 <sup>th</sup> December	Stanta Targa		
Wednesday 1 <sup>st</sup> January	Seckford Hall Car Trial		East Counties MC
Thursday 16 <sup>th</sup> January	Club Night		
Friday 31 <sup>st</sup> January	The 144 12-Car		Howard Joynt & Gordon Shipley

For the latest information on upcoming club events, visit [www.scon.co.uk/index.html](http://www.scon.co.uk/index.html)

## ***SCCoN Trophies***

### ***Do you have a returnable trophy from a SCCoN event?***

If so, please return it to the club as soon as possible. This will give the club a chance to update any engravings prior to the trophy being awarded in the future.

If you are coming to the Christmas club meeting, this is the perfect time to return them.

**If you have a club trophy and would like to arrange its return, please contact a member of the committee.**

**Marshals Post**

by Martin Newson

Below is a selection of events in our area, running into the new year:

2 0 1 9/20 D a t e s	E v e n t
Saturday 14 <sup>th</sup> – Sunday 15 <sup>th</sup> December	<b>The Preston</b>
Sunday 29 <sup>th</sup> December	<b>Stanta Targa</b>
Wednesday 1 <sup>st</sup> January	<b>Seckford Hall Car Trial</b>
Friday 31 <sup>st</sup> January	<b>The 144 12-Car</b>

There are still some events in the table above (and the calendar on the previous page!) that will run before the year is out and we are always looking for help with marshalling. If you are interested in being a marshal, please drop me a line at [cjnewson32@yahoo.co.uk](mailto:cjnewson32@yahoo.co.uk)

If you've never done it before, please don't be afraid! It's a great way to meet club members and get close to the action. We're a friendly bunch, so please come along and we promise you'll have a great time.

We still have two big events left on the calendar. This coming weekend is the 41<sup>st</sup> running of 'the one and only' Preston. This event requires a large number of marshals and, even at this late stage, I'm sure the team behind the event would appreciate more help. If you're interested, visit the Chelmsford MC website, or email the Chief Marshal, Luis Gutierrez-Diaz at [luisgutierrezdiaz@yahoo.es](mailto:luisgutierrezdiaz@yahoo.es)

If you've never marshalled on the event before, it's a real adventure, as it runs throughout the night and the competitors have to tackle some extremely difficult roads and tracks. Well worth getting involved as it's widely regarded as one of the best events of this type in the UK.

At the end of the year, we also have the second running of our Stanta targa. This year's event has a full entry and a great route, which will require plenty of marshals. If you're looking to escape after a busy Christmas, come and join us for a great day of action.

Regards  
Martin

Further information is also available on the Marshalling page of the SCCoN website: [www.scon.co.uk/html/marshalling/marshal.html](http://www.scon.co.uk/html/marshalling/marshal.html)



## SCCoN Window Stickers

A limited number of SCCoN window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker  
measuring 195mm x 80mm.

Please email Mike Smith at [mikey.j.smith@btopenworld.com](mailto:mikey.j.smith@btopenworld.com) if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that, if there is sufficient demand, more can be printed.



*"When  
Reliability  
Matters"*

Norfolk Classic and Sports Cars was born from a lifelong passion for motor sports and classic cars and was established with the aim of providing a reliable and complete service for classic and sports cars including on-event servicing for motorsport events as well as general servicing repairs and rally preparation work.

The founder of the company Robert Kitchen has been providing on-event support for the Endurance Classic Rally Association since 2000 and has worked on most of their long-distance endurance events over the last 15 years. Therefore, Robert has travelled many of the routes and first-hand experience of the problems encountered by classic vehicles on this type of event.

The company also carries out restoration work with workmanship undertaken to a meticulous standard. You can see some of our clients' cars in the Galleries section of our website at [www.norfolkclassiccars.co.uk](http://www.norfolkclassiccars.co.uk). We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of events for which Robert has provided mechanical support.



## Member's Car: Lancia Delta

Sometime around 2010 there had been plans by Fiat to re-introduce Lancia to the UK and Ireland, with the two models then in production, the mark 3 Delta (a lengthened Fiat Bravo) and the Fiat 500-based Ypsilon. This was of course something looked forward to by fans of the marque and myself, having owned several mark 1 Deltas, including my current HF 4WD.

However, Fiat also decided to buy Chrysler/Dodge/Jeep and, at the same time, it seems the economic downturn around the globe caused them to change their mind regarding Lancia coming back here. Not helped either by the boss of Fiat at the time seemingly on a mission to wind Lancia down and finish the brand off (they currently only sell the Ypsilon, which is only available in Italy).



A marketing genius at Fiat (now FCA – Fiat Chrysler Automotive) decided that, instead, the Delta and Ypsilon would be sold here using the existing Chrysler dealer network, as it was cheaper to re-engineer the car as a Chrysler than set up Lancia dealers. This might seem odd, as it fails to appeal to Italian car fans badging them as American, or American car fans being offered Italian vehicles! This seemed to be borne-out in reality, with the Delta being a poor seller at around about 1,000 cars sold in the three years they were on sale, though in fairness the Ypsilon did a little better.

I rather enjoy having something a bit different so, having seen a couple of cars that had been re-badged, as well as a personal import genuine Lancia, I started looking out for one. Preferably I wanted white with a black roof and the 1.4 16v Multiair Turbo petrol engine in 'SR' spec. This is one down from the top-of-the-range model (which was unfortunately only available as a diesel), so has a few extra toys like climate control, as well as a leather and alcantara interior.

In May, a 2012 car appeared on Auto Trader with the exact specification I wanted. It was at 'Car Supermarket Peterborough', so not too far away, had a low mileage of about 16,500, but with a slightly unusual past – it came from Guernsey and was still registered there so was not immediately usable here. I went for a look and it had all I wanted, and I was promised by the dealer they would sort out the paperwork. So, the deal was done and that was that, or so I thought.







It turned out the dealer actually had no interest in sorting the car out so, after a protracted delay and price renegotiation, I got the car moved to my home address and began the process of importing it myself. Firstly, I had to send a copy of the sales invoice to HMRC to pay the required import taxes. Once that was done I got an MOT by the VIN, obtained an EU certificate of conformity for the VIN from FCA (to avoid an SVA test), filled in the DVLA form, paid the registration fee plus a year's VED, included proof of my name and address, included the Guernsey V5 equivalent and sent the whole lot off to Swansea. Sure enough, a new V5 soon arrived and we were good to go! I had the old registration from my HF4WD on a retention certificate so transferred it over and that was that.

A pet hate of mine is the lack of a spare wheel in modern cars and this one was no different, just a tin of mousse. Being a modified Fiat Bravo I obtained a space saver wheel with jack and tools from a scrap car. Also, during the time this was going on, I started to acquire the parts I wanted to 'de-Chrysler' the car – rear badge, front grille, wheel caps, headrests, airbag, sill trims, engine cover. FCA were determined to keep Lancia off the car, however the handbook has Lancia references in it and the Chrysler sales brochure shows Lancia headrests on some of the seats in the trim section! Swapping the bits over was pretty straightforward as expected, but unfortunately it will always legally be a Chrysler and the last bit I can't get rid of is, when the car is unlocked, the Chrysler wings briefly appear on the dashboard splash screen. It seems that with the CAN bus wiring system the car has, the body control ECU (which knows it's a Chrysler) can't be replaced with a Lancia item.



The parts were sourced from eBay, both UK and Italian, plus some parts were obtained through Alfashop in Norwich, who have provided an excellent service especially when looking for particular parts amongst a selection of different options.

## Event Report: P&H 12-Car

Apologies that these didn't make it into the last edition, but here are the results from Round 1 of the SCCoN 12-Car Series:

o/a	Car	Class	Driver	Navigator	Fails	Mins	Award
<b>1</b>	<b>1</b>	<b>B</b>	<b>Gordon Shipley</b>	<b>Andy Chinn</b>	-	-	<b>1<sup>st</sup> o/a</b>
<b>2</b>	<b>5</b>	<b>N</b>	<b>Mick Beauchamp</b>	<b>Len Fletcher</b>	-	-	<b>2<sup>nd</sup> o/a</b>
<b>3</b>	<b>6</b>	<b>N</b>	<b>Matthew Mantle</b>	<b>Diane Mantle</b>	-	<b>1</b>	
<b>4</b>	<b>2</b>	<b>B</b>	<b>Jon Scoltock</b>	<b>Daniel Gallant</b>	<b>1</b>	-	
<b>5</b>	<b>4</b>	<b>N</b>	<b>Simon Hawken</b>	<b>Sarah Hawken</b>	<b>1</b>	-	
<b>6</b>	<b>7</b>	<b>N</b>	<b>Julie Skuse</b>	<b>Nick Skuse</b>	<b>1</b>	<b>5</b>	<b>lcf</b>
<b>-</b>	<b>3</b>	<b>B</b>	<b>Alan Kirkham</b>	<b>Lee Crilly</b>	<b>Retired</b>		

u/c	<b>10</b>	<b>E</b>	<b>Ben Cutting</b>	<b>Steve Cumbers</b>	-	<b>1</b>	-
u/c	<b>11</b>	<b>E</b>	<b>John Peterson</b>	<b>Peter Riddle</b>	<b>4</b>	-	-
u/c	<b>12</b>	<b>E</b>	<b>Jonathan Stimpson</b>	<b>Matthew Smalley</b>	<b>4</b>	<b>12</b>	-
u/c	<b>8</b>	<b>I</b>	<b>Paul Brunton</b>	<b>Nick Wale</b>	<b>6</b>	<b>8</b>	-
<b>-</b>	<b>9</b>	<b>I</b>	<b>Garth Collier</b>	<b>Michael Collier</b>	<b>Retired</b>		

Twelve entries: twelve starters: ten finishers. Organised by David Leckie. Sponsored by long-time supporters Pat and Henry Fairhead. Marshalled by a cast of many, not sure where everyone was but here goes: David Leckie and Howard Joynt: boards; David Leckie: documentation; Henry Fairhead: scrutineer; Howard Joynt: MTC0; David Leckie: NTC1; Matthew and Ali Hodder: STC2; Paul Doodson and Mike Lambert: STC3; David and Julie Mann: STC4; Bryan Tooke and John Weston: NTC5 & STC6; Mike Smith and Nij Cook: STC7; James Hodder and Krista Lover: STC8; David Leckie: MTC9 and results; Vini Cruz and Stephen Frostwick: course closer.

Well done to Gordon and Andy and Mick and Len on their perfect cards and also well done to Steve for managing to work out the mensa navigation on the final section, who would have thought that grid square departs would wreak such havoc amongst the Experts and Intermediates? Two observations - 1) an important lesson to learn is you CANNOT recover time at an NTC 2) no need to wait outside controls for your minute. Has anyone got any feedback about the new rules – reverse seeding and driving give ways as specified in the highway code?

**Event Report: Waveney Mushrooms 12-Car**Friday 29<sup>th</sup> November 2019

o/a	Car	Class	Driver	Navigator	Fails	Mins	Class
<b>1</b>	<b>8</b>	<b>I</b>	<b>Garth Collier</b>	<b>Michael Collier</b>	<b>-</b>	<b>14</b>	
<b>2</b>	<b>5</b>	<b>N</b>	<b>Mick Beauchamp</b>	<b>Simon Hawken</b>	<b>1</b>	<b>2</b>	<b>1<sup>st</sup></b>
<b>3</b>	<b>10</b>	<b>E</b>	<b>John Peterson</b>	<b>Ian Graham</b>	<b>1</b>	<b>31</b>	<b>1<sup>st</sup></b>
<b>4</b>	<b>9</b>	<b>E</b>	<b>Ben Cutting</b>	<b>Steve Cumbers</b>	<b>2</b>	<b>26</b>	<b>2<sup>nd</sup></b>
<b>5</b>	<b>6</b>	<b>N</b>	<b>Rob Palmer</b>	<b>Ben Jones</b>	<b>6</b>	<b>31</b>	<b>2<sup>nd</sup></b>
<b>6</b>	<b>7</b>	<b>N</b>	<b>Gordon Shipley</b>	<b>Andy Chinn</b>	<b>9</b>	<b>26</b>	<b>3<sup>rd</sup></b>

<b>7</b>	<b>2</b>	<b>B</b>	<b>Paul Brunton</b>	<b>Martin Steward</b>	<b>-</b>	<b>30</b>	<b>1<sup>st</sup></b>
<b>8</b>	<b>3</b>	<b>B</b>	<b>Adam Wiles</b>	<b>Adam Parker</b>	<b>2</b>	<b>9</b>	<b>2<sup>nd</sup></b>
<b>9</b>	<b>1</b>	<b>B</b>	<b>Jon Bray</b>	<b>Jack Matthews</b>	<b>2</b>	<b>13</b>	<b>3<sup>rd</sup></b>
<b>10</b>	<b>4</b>	<b>B</b>	<b>Jack Hotchkiss</b>	<b>Steven Pearson</b>	<b>13</b>	<b>29</b>	<b>4<sup>th</sup></b>
<b>-</b>	<b>11</b>	<b>B</b>	<b>Chloe Hewitt</b>	<b>Josh</b>	<b>Retired</b>		

Eleven entries: eleven starters: ten finishers. Organised by David Mann and Robert Aldous. Sponsored by Waveney Mushrooms. Marshalled by the unsung heroes, some names are missing, sorry and I have no idea where people were but from memory: David Mann and Robert Aldous: boards; David and Julie Mann and Robert Aldous: documentation; David Mann and Robert Aldous: Course Opener: David Bell, Howard Joynt, Alan Kirkham, Paul Doodson, Bryan Tooke, Mike Lambert, Nigel Cook, Dick Lines, Robin Lines, Dave Hunt, Peter Riddle: Marshals; David Mann: Results.

Well done to Garth and Michael on a very good victory on a challenging night for all.

**REMINDER TO REGISTER FOR YOUR  
MOTORSPORT UK 2020 RS CLUBMAN LICENCE**

## 2019 / 2020 12 Car Championship Tables

(after round 2 – best 4 out of 5 scores to count)

Overall (top 10)			
Driver		Navigator	
Mick Beauchamp	23	Andy Chinn	19
Gordon Shipley	19	Steve Cumbers	18
Ben Cutting	18	Len Fletcher	12
John Peterson	15	Michael Collier	12
Garth Collier	12	Simon Hawken	11
Matthew Mantle	10	Diane Mantle	10
Paul Brunton	9	Ian Graham	10
Jon Scoltock	8	Daniel Gallant	8
Rob Palmer	8	Ben Jones	8
Simon Hawken	7	Sarah Hawken	7

Expert (top 3)			
Driver		Navigator	
Ben Cutting	13	Steve Cumbers	13
John Peterson	13	Ian Graham	7
Jonathan Stimpson	5	Peter Riddle	6

Intermediate			
Driver		Navigator	
Garth Collier	9	Michael Collier	9
Paul Brunton	7	Nick Wale	7

Novice			
Driver		Navigator	
Mick Beauchamp	14	Andy Chinn	12
Gordon Shipley	12	Len Fletcher	7
Rob Palmer	6	Simon Hawken	7
Matthew Mantle	5	Ben Jones	6
Jon Scoltock	4	Diane Mantle	5
Simon Hawken		Daniel Gallant	4
Julie Skuse		Sarah Hawken	
Paul Brunton		Nick Skuse	
Jack Hotchkiss		Martin Steward	
Adam Wiles		Steven Pearson	
Jon Bray		Adam Parker	
		Jack Matthews	

Next round  
 The 144 12 Car  
 Organised by Howard Joynt & Gordon Shipley  
 Friday 31<sup>st</sup> January 2020  
 Map 144  
 Entries open Wednesday 15<sup>th</sup> January 2020



## ***SCCoN Club Clothing***

Ali Hodder has very kindly arranged for a new line of club clothing to be produced.

With our nice new club leaflets and recent efforts to increase SCCoN's promotional activities, these are a great addition and perfect for making yourself stand out to other members at events!

These are being produced by EZY-TEES, based in Martham, near Great Yarmouth. They are able to provide a full range of clothing items, including:

T-shirts  
Sweatshirts  
Hoodies  
Zip-up hoodies  
Polo shirts

There are a couple of examples below:



Ali is handling any orders for these so, for full price information, drop her a line at [Alison.Hodder@yahoo.co.uk](mailto:Alison.Hodder@yahoo.co.uk)



## Member's Car: Ford Escort RS2000

I have been meaning to do this for some time, so I thought it was about time I gave you all an overview of my Escort stage rally car. It seems a bit odd to be writing this after I have sold the car, but I thought some of you might still find it interesting; not only to learn more about the car, but also about my journey into stage rallying.

I've always had something of a soft spot for the '90s Escorts, even though they were often criticised by the motoring press. As a youngster, watching the Michelin Pilot-sponsored Escort Cosworth of Malcolm Wilson on TV was a big influence, while the evolution of the British Rally Championship into what was probably the best F2 championship in Europe in the mid to late-1990s really made me admire cars like the RS2000. You'd think seeing Gwyndaf Evans bounce one off a tree stump in an icy Chatsworth House stage of the '96 RAC Rally would put me off, but quite the opposite it seems!



I had several Escort road cars in various states of modification in my late teens and 20s, but it was only while at university as a mature(ish) student that I really started to get involved in rallying. I did my BARS test in 2012 and put plans in place to build my own Escort rally car. However, these plans were changed when SCCoN member, Mike Smith, offered me his Escort rally car, Q329 HVG, in 2012. He was buying his Lancia Delta HF 4WD, so needed to move the Escort on. I thought this would save me a lot of work, so I agreed to buy the car and get out on some events.



Sadly, it didn't go quite that smoothly but, before we get to that, a brief bit of history on the car. The car was originally a 1991/2 RS2000 in Pacifica Blue but, for some reason, was put on a Q-plate around the turn of the century. It was 'logbooked' shortly afterwards, with some basic modifications and the usual safety bits. It was actually owned by Shelly Taunt for a time, who is still involved in rallying today, before passing through a few owners and picking up a few more modifications, including a wider track that involved tacking some trailer mudguards onto the original wings!

Mike Smith bought the car in 2009, having had a few years away from rallying, and spent a bit of time modernising the body work of the car and making a few improvements. This saw it get a facelift using body panels from a later Escort, along with a respray in white, as well as some Escort Kit Car-influenced bits. Mike then used the car on a few local events, achieving some good results given the modest spec of the car.

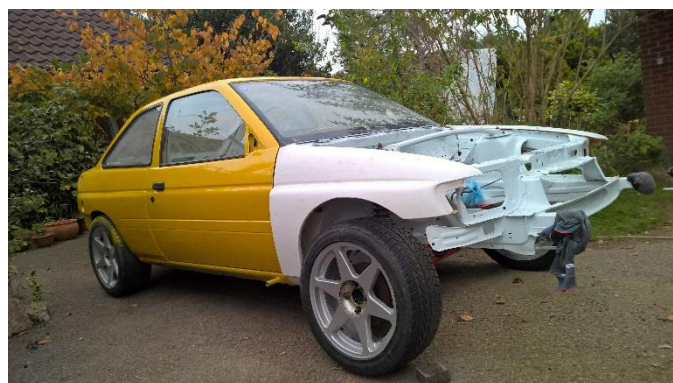


As already noted, a calling back to his old Italian ways meant Mike sold the Escort to me in late 2012. I had planned to make a couple of minor upgrades and then use the car while building something of a higher spec, or just upgrading 'HVG' along the way. The problem is, I'm a bit of a tinkerer, so my 'couple of minor upgrades' soon became a rather more thorough overhaul!

I decided to give the interior of the car a bit of a freshen up and, when I stripped it down, I discovered some rust (Rust? In a Ford?! Never!). This would obviously have to be dealt with, so a plan was hatched to fix it and repaint the interior. I liked where Mike had started to go with the car, fitting the facelift 'MK6' front and rear panels so, as the car was coming apart, I thought I would continue with his recipe of 'modernise and add F2'. The problem is, every modification I added seemed to result in another five being required so, before I knew it, the car was basically a bare shell and virtually every part of it was replaced, modified or overhauled over the following seven years – so much for just doing some events!



I won't bore you with every detail of what was done, but the rust was fixed, and I then set about trying to improve the car by removing weight and making some carefully selected modifications designed to improve performance or make the car easier to work on. Mike had done some great work on the car but, as is often the way when you start to dig deeper into old rally cars, there was evidence of some ill-thought out changes that had been made prior to his ownership. I'm fortunate enough to have worked in and around some F1 and WEC programmes, as well as working on some nice rally cars, so I tried to incorporate as much of this know-how as possible into my own build, albeit on a budget that probably wouldn't even deal with the coffee for your average F1 team!





I've spent quite a lot of time around F2 Escorts since starting the build and, as these were the most highly developed of these cars, it became a big influence. This can be seen in the use of an F2-style jacking point arrangement and an F2 bias pedal box, which joined the existing F2 parts on the car. The F2 influence continued with the fitment of Cosworth-replica rear quarter panels and GRP Cosworth front wings, which replaced the trailer mudguards and helped to shed some further weight. The interior was repainted following the removal of any excess sound-deadening, along with the chopping down of the dashboard and simplifying of the heating system. A friend even built a new wiring harness to replace the original Ford wiring, which is notorious for causing problems as it ages and breaks down.



Mechanically, I made a few improvements to the car, chief among which was replacing the gearbox. As anyone who competes at the budget end of stage rallying will tell you, the standard gearbox in most production cars is one of the biggest issues. The standard gearing of road cars is always too long for most rallies and aftermarket gear kits can be ruinously expensive.



One of the good things about Fords of this vintage is that parts can be swapped around between models relatively easily, so I decided to try and improve the situation. I found a company in the USA, called MFactory, who supply a gear kit for the MTX75 gearbox used in the MK1 Ford Focus. This replaces third, fourth and fifth gears with much lower ratio items. Being as it used the factory synchros, the kit was much cheaper than a full dog-engagement gear kit, but also had the advantage of retaining the relatively long first and second gear – people often fit the shortest final drive they can find to shorten overall gearing, which can render first gear pretty much useless.

Although the Escort also uses an MTX75 gearbox, it's an earlier derivative than that found in the Focus, meaning the gear kit wouldn't fit in my existing gearbox, necessitating the use of the Focus unit. The challenge was, no one had ever tried to fit the Focus MTX75 into an RS2000, so I wasn't sure if it would actually work. I was told by various people that it would foul on the chassis leg, but no one could tell me if it would work otherwise. I knew the bolt pattern on the bellhousing was the same, so I decided to just give it a try. I bought a Focus gearbox (from a diesel, so the starter motor was on the front of the engine) and tried to bolt it up to the (now removed) RS2000 engine. They seemed to





bolt together just fine (albeit with no clutch in place), so that was the first hurdle overcome. Once the engine bay had been painted, I lifted the engine/gearbox into the car at an angle, bolting the engine onto its new Group A mount, then pivoting the whole assembly up to see if the gearbox hit the chassis leg, as had been predicted by the internet experts. Success! It cleared easily, with just as much clearance as the standard gearbox. The gear kit was ordered, and I ploughed on with making up the new gearbox mounts required to make the Focus 'box work in the Escort.



The gearbox was probably the biggest job in the whole project, requiring custom drive shafts, custom mounts and numerous other little jobs but, as far as I'm aware, it's the only RS2000 in the world with this arrangement. When the car was finally assembled, I used an RS2000 flywheel and clutch but, when we tried to test it, we had no drive. Eventually, after much head-scratching (and lots of help from Rob Dominy at CVS in Fakenham!), we realised that we needed to use the flywheel and clutch from a 2.0-litre Focus. With this fitted, the new gearbox worked beautifully – I think it would have been easier to just build a Focus though!

Anyway, the car was eventually finished earlier this year, having set myself a deadline to enter the Snetterton round of the MSN Circuit Rally Championship. Despite some last-minute dramas, we made it to the event and, with plenty of help from some good friends, felt ready to see how the car performed. Unfortunately, it wasn't to be that simple (as usual). The moment we launched the car into the first stage, it became clear that something was amiss – the clutch was slipping! This was far from ideal, especially when it was compounded by brakes that were basically not working at all, but we pushed on, hoping we'd make it through the stage. As the stage went on though, it became clear that the problem was getting worse, and we eventually lost drive part way round our first lap. Not a great start to your first rally...

We were recovered after SS2 and set to work on the car, finding that there was loads of pressure in the clutch circuit. We let it out, tested the car in the service area and tried to start stage three, only to find the problem returned immediately. Thankfully, we managed to limp back to service, missing SS4 while we eventually discovered that



the master cylinder actuator rod had come loose, putting pressure on the cylinder and not letting the fluid return properly. Gutting after the car had performed faultlessly on the road before the event, but at least it was fixed. We managed to complete stages five, six and seven, gradually building up a bit of confidence in the car, despite having basically no brakes at all thanks to an incurable fluid weep from one of the front calipers. Things were obviously going a bit too well on SS7 though, as we started to suffer from some oil starvation under heavy cornering loads. We decided not to do the last stage to save the engine, bringing our first ever stage rally to an end. While I was disappointed not to have finished the event, I came away fairly happy overall, having built the car on my driveway, teaching myself most of the skills required along the way.



Following the event, the car was given a clean up and the issue with the brakes fixed, as well as adding a baffled sump to prevent future engine issues. It was at this point I decided that I would put the car up for sale, as I was reaching a bit of a crossroads. To really make it competitive, it was going to need some engine tuning, which would have required a big investment. I had intended to just keep using the car, expecting it to take some time to sell but, within a couple of weeks of advertising it, a guy from south west Wales had got in contact. Like me, he had been thinking of building a car from scratch but saw this and decided to save himself the trouble. After some discussion, he made a good offer, paid via bank transfer and sent someone to collect the car without even viewing it. I was sad to see HVG go after going on such a big journey with it, but I have since heard that he has already started building a new engine for it, with forged pistons and wilder cams, so it sounds like he is taking it to the next level, which is quite pleasing. While the build of the car certainly tested my patience at times, I can look back on my time with it fondly, as it taught me a heck of a lot about building cars, and allowed me to fulfil a long-held dream by competing in a stage rally in real life, rather than just dreaming about it as a kid.

After seven years where most weekends were spent tinkering with the car, it was nice to have a bit of a step back for a few months, just using the car for a couple of shows over the summer. However, now it's been gone a few months, I am getting the itch again, so already thinking about the next project. I won't reveal too much for now, but it will likely be something a bit different to the norm, so keep an eye out...



## 2019 Marshal Championship Update

The latest Marshal Championship table (updated after the Waveney Mushrooms 12 Car). The top 16 points scorers are shown, a table with all points scorers will be found on the Championships page on the club website.

2019 Marshal Championship							
	CS	TC	Other	Trials	SOLO	Targa	Total
Martin Newson	5		4	2	6	4	21
Paul Doodson	6	2	4	2	3	2	19
Howard Joynt	8	2	3	2	3		18
David Leckie	5	1	2	2	3	2	15
Dick Lines	4	1	1		2	4	12
Christine Newson	11		4		4	3	11
Hugh Hutton	2		3		1	3	9
Peter Riddle	4	1	1		2		8
Charlie Blyth	1		1		1	4	7
Ali Hodder	2	1	1	1	1		6
Matthew Hodder	2	1	1	1	1		6
Bryan Tooke	2	2		1	1		6
Robin Lines	1	1	2			2	6
Alan Sampson	2			1	1		4
Dave Curtis						4	4
Trevor Addison	2			1	1		4

On the next page is a list of the qualifying events, I am going to need some help. In the list the events highlighted in red are the ones that I do not have any information for.

**YOU WILL HAVE TO CLAIM YOUR POINTS IF YOU HAVE MARSHALLED ON ANY OF THE EVENTS HIGHLIGHTED IN RED**

## 2019 Marshal Championship Qualifying Events


Date	Event	Org	Desc
<b>01-Jan-19</b>	<b>Seckford Hall Trial</b>	<b>ECMC</b>	<b>Trial</b>
19-Jan-19	Brands Hatch Winter Stages	CMC	SV Stage Rally
<b>20-Jan-19</b>	<b>Harlton Trial</b>	<b>CCC</b>	<b>Trial</b>
<b>02-Feb-19</b>	<b>Inter-club 20/20</b>	<b>AMSC</b>	<b>20/20 Rally</b>
<b>16-Feb-19</b>	<b>Snetterton Stages</b>	<b>AMSC</b>	<b>SV Stage Rally</b>
<b>24-Feb-19</b>	<b>Holbecks Park Trial</b>	<b>WSMC</b>	<b>Trial</b>
<b>17-Mar-19</b>	<b>Wattisfield Trial</b>	<b>WSMC</b>	<b>Trial</b>
31-Mar-19	Wethersfield Targa	CMC	Targa
14-Apr-19	Debden AutoSOLO	WSMC	AutoSOLO
<b>14-Apr-19</b>	<b>Ivinghoe Aston Trial</b>	<b>FMC</b>	<b>Trial</b>
28-Apr-19	Clacton Stages	CMC	MV Stage Rally
19-May-19	Wethersfield Targa	KLDMC	Targa
26-May-19	May 12 Car Regularity Run	CMC	12 Car Regularity
02-Jun-19	Wethersfield AutoSOLO	WSMC	AutoSOLO
<b>16-Jun-19</b>	<b>Midsummer Classic</b>	<b>SCCoN</b>	<b>Classic Run</b>
29-Jun-19	East Anglian Classic	CMC	Historic Rally
30-Jun-19	Debden Targa	WAC	Targa
14-Jul-19	Wethersfield AutoSOLO	ECMC	AutoSOLO
21-Jul-19	July 12 Car Regularity Run	AMSC	12 Car Regularity
<b>11-Aug-19</b>	<b>Cromer Soap Box Derby</b>	<b>SCCoN</b>	<b>Clubmans</b>
15-Aug-18	The Brecks Grass PCA	SCCoN	Clubmans
18-Aug-19	August 12 Car Regularity Run	ECMC	12 Car Regularity
01-Sep-19	Debden Targa	WSMC	Targa
08-Sep-19	Wethersfield Stages	AMSC	SV Stage Rally
10-Sep-19	Snetterton Tarmac PCA	SCCoN	Clubmans
15-Sep-19	Wethersfield AutoSOLO	CCC	AutoSOLO
21-Sep-19	Benjafields Stubbler		Targa
29-Sep-19	Stanta AutoSOLO	SCCoN	AutoSOLO
05-Oct-19	Snetterton Grass PCA	SCCoN	PCA
<b>06-Oct-19</b>	<b>Rally GB</b>	<b>MSA</b>	<b>MV Stage Rally</b>
<b>13-Oct-19</b>	<b>Ivinghoe Aston Trial</b>	<b>FMC</b>	<b>Trial</b>
20-Oct-19	Debden AutoSOLO	WSMC	AutoSOLO
25-Oct-19	P & H Novice 12 Car	SCCoN	12 Car
<b>03-Nov-19</b>	<b>Kensworth Trial</b>	<b>FMC</b>	<b>Trial</b>
03-Nov-19	Wethersfield Targa	CMC	Targa
17-Nov-19	Lyng Trial	SCCoN	Trial
22-Nov-19	Waveney Mushrooms 12 Car	SCCoN	12 Car
<b>01-Dec-19</b>	<b>Foxborough Hills Trial</b>	<b>WSMC</b>	<b>Trial</b>
14-Dec-19	Preston	CMC	Road Rally
29-Dec-19	Stanta Targa Rally	AMSC	Targa
24-Jan-20	The 144 12 Car	SCCoN	12 Car
21-Feb-20	GMC 12 Car	SCCoN	12 Car
28-Mar-20	Lyng Garage 12 Car	SCCoN	12 Car

Points can be claimed by emailing [percy@sccon.co.uk](mailto:percy@sccon.co.uk)

## Lost and Found

You may be selling a car, hunting for an elusive part, looking for help with something, or offering your services as a navigator – if so, this is the place to put it out to your fellow SCCoN members.

If you would like something included in this section, please email some details to [Spotlight@SCCoN.co.uk](mailto:Spotlight@SCCoN.co.uk) with “Lost and Found” in the subject line and it will be included here for the next issue. Obviously if you want it for more than one issue, you’ll need to let us know.

Offered	Wanted
<p><b>Vauxhall Race/Rally Memorabilia</b></p>  <p>I have a couple of items of Vauxhall rally memorabilia that might be of interest to member – Vauxhall Chevette HS &amp; HSR book by Graham Robson and a Vauxhall Sport 1978 brochure. I’d like £30ono for both.</p> <p>Email <a href="mailto:Jon_Scoltock@hotmail.com">Jon_Scoltock@hotmail.com</a></p>	



## 10% OFF AT WILCO MOTOR SPARES

Did you know that Wilco Motor Spares offer SCCoN members a 10% discount on presentation of a valid membership card?

Wilco have branches across Norfolk, Suffolk and Cambridgeshire and have traditionally offered club members a 10% discount in store.

When you are next in-store, don’t forget to ask for your discount.

If you have any issues with this promotion, please contact a member of the committee.

**Event Report: Lyng Garage Trial**

Lyng Garage Car Trial

Sunday 17<sup>th</sup> November 2019

Cadder's Hill, Lyng

Round 3 of the 2019 / 2020 AMSC Trials Challenge

**AWARD WINNERS**

Award	Driver	Car
o/a	Tim Hanman	Dellow Mk1
Class 1	Dick Lines	Toyota Yaris
Class 2	Paul Cutting	Citroen AX GT
Class 3	Richard Leggett	Fiat 500
Class 4	Peter Hanman	Dellow Mk1
Novice	Julian Green	Fiat 500
SCCoN	James Hodder	Nissan Micra

**And a very big thank you to all the marshals.**

Set Up: David L, Howard, Paul &amp; Martin N

Catering: Christine, Martin N, Phil &amp; Ros

Clerk: David L

Steward: John

Scrutineering: Dave &amp; Bryan

Documentation: David B

Hills: (not sure whom was on which hill)

Matthew, Ali, Howard, Michael, Christine, Matthew, Colin, Bryan, Mick, Keith, Dave, Trevor, Alan, Miles, Martin G, Anthony &amp; Paul

Results: David B

**Event Report: Lyng Garage Trial (cont.)**

<b>Class 1</b>					
<b>o/a</b>	<b>#</b>	<b>Driver</b>	<b>Passenger</b>	<b>Car</b>	<b>Total</b>
<b>1</b>	<b>15</b>	Dick Lines	Robin Lines	Toyota Yaris	<b>73</b>
<b>2</b>	<b>12</b>	Brian Rattenbury	Patricia Kennett	Smart FourTwo	<b>77</b>
<b>3</b>	<b>14</b>	Patricia Kennett	Brian Rattenbury	Smart FourTwo	<b>128</b>
<b>4</b>	<b>13</b>	Robin Lines	Dick Lines	Toyota Yaris	<b>129</b>
<b>RET</b>	<b>17</b>	Jay Grossmith	Emily Johnson	VW Lupo	-
<b>RET</b>	<b>16</b>	Peter Houghton	Sheila Houghton	Ford KA	-
<b>Class 2</b>					
<b>1</b>	<b>24</b>	Paul Cutting	Nick Davey	Citroen AX GT	<b>32</b>
<b>2</b>	<b>22</b>	Nick Davey	Paul Cutting	Citroen AX GT	<b>33</b>
<b>3</b>	<b>23</b>	Ben Cutting	Andy Mount	Nissan Micra	<b>34</b>
<b>4</b>	<b>25</b>	Andy Mount	Ben Cutting	Nissan Micra	<b>36</b>
<b>5</b>	<b>21</b>	Robin Howard	Kevin Pettitt	Citroen Saxo VTS	<b>42</b>
<b>6</b>	<b>26</b>	James Hodder	Krista Love	Nissan Micra	<b>71</b>
<b>7</b>	<b>28</b>	Oli Dennington-Price	Abi Dennington-Price	Nissan Micra	<b>95</b>
<b>8</b>	<b>27</b>	Mark Robertson	Daniel Robertson	Nissan Micra	<b>98</b>
<b>9</b>	<b>211</b>	Ken Catchpole	Nigel Cook	Austin Mini	<b>105</b>
<b>10</b>	<b>29</b>	Daniel Robertson	Mark Robertson	Nissan Micra	<b>123</b>
<b>11</b>	<b>210</b>	Abi Dennington-Price	Oli Dennington-Price	Nissan Micra	<b>127</b>
<b>Class 3</b>					
<b>1</b>	<b>31</b>	Richard Leggett	Julian Green	Fiat 500	<b>42</b>
<b>2</b>	<b>33</b>	Julian Green	Richard Leggett	Fiat 500	<b>46</b>
<b>3</b>	<b>32</b>	Nigel Cook		Mazda MX5	<b>151</b>
<b>Class 4</b>					
<b>1</b>	<b>44</b>	Tim Hanman	Peter Hanman	Dellow Mk1	<b>3</b>
<b>2</b>	<b>42</b>	Peter Hanman	Tim Hanman	Dellow Mk1	<b>4</b>
<b>3</b>	<b>43</b>	Ian Davis	Keith Davis	Dellow Mk1	<b>27</b>
<b>4</b>	<b>41</b>	Ian Nute		Dutton Melos	<b>34</b>
<b>5</b>	<b>45</b>	Keith Davis	Ian Davis	Dellow Mk1	<b>36</b>
<b>6</b>	<b>46</b>	Ross Nuten		Dellow Mk2	<b>41</b>



## 2019 Clubmans Championship Table

The Clubmans Championship has been resurrected and currently will be made up of 6 events (may change), all scores to count. The Championship has re-appeared thanks to the efforts of Howard Joynt with the support of Jamie Hopper (Snetterton) and Chris Abrey and Sara Banham. The events for 2019 are August PCA (R1), September PCA (R2), September SOLO (R3), October PCA (R4), November Trial (R5) and December Targa (R6).

Latest positions after the Lyng Garage Trial (top 15 points scorers shown). A table with all points scorers will be found on the Clubmans page on the club website. The allocation of points is also explained in the Points file on the Clubmans page on the club website. **Marshal points shown in red.**

2019 Clubmans (aka Summer Series) Championship							
	R1	R2	R3	R4	R5	R6	Total
Oli Dennington-Price	27	23	10	20	8		88
Nigel Cook	14	26	8	13	4		65
Matthew Mantle	20	17	9	7	9		62
Dick Lines	25	7	7	5	12		56
Abi Dennington-Price	18	13	8	12	4		55
Colin Mantle	17	12	6		9		44
James Hodder			13	17	9		39
Jonathan Stimpson	30	9					39
Peter Riddle	24	13					37
Mick Beauchamp	16			11	9		36
John Peterson		15	6	12			33
Robin Lines		10	4	10	6		30
Matthew Hodder			7	14	9		30
Gordon Shipley	21			6			27
Jonathon Kavanagh		18	6				24

## ***Upcoming Event: Testing in Kenya***

***January Club Night – 16<sup>th</sup> January 2020***

SCCON's January club-night at the White Horse in Trowse on 16<sup>th</sup> January will be an illustrated talk by Peter Riddle about his experiences back in 1977 when he was part of a team testing British Leyland Cars in Kenya.

On their 'rest days', Peter and some of his colleagues visited several of Kenya's National Parks and he has one or two stories to tell about rallying in Kenya too.



## **SCCON - The Sporting Car Club of Norfolk**

**Peter Riddle, Development Engineer, Vehicle Proving Department  
British Leyland, Austin Morris Division, Longbridge**



**Rough Territory Testing in Kenya, June to September 1977**

***Peter's talk will start promptly at 8pm***

**Upcoming Event: Motorsport at the Palace  
Sevenoaks & District Motor Club  
Sunday 24<sup>th</sup> and Monday 25<sup>th</sup> May 2020**



*Will be running Motorsport at the Palace again on Sunday 24th and Monday 25th May 2020.*

*This includes a 740mtr Sprint round parts of the old Crystal Palace circuit, a static car display and also an autotest and motorbike demonstration during the day.*

*To enable us to maximise our entry, we are emailing all the clubs within our invited Associations in the hope that you would be kind enough to add the event to your club calendars, newsletters and also email your members to advise them that the event is happening.*

*We have a website where competitors & car show interest can register. Once the SR's are available, we will email them out to everyone. The web address is [www.motorsportatthepalace.co.uk](http://www.motorsportatthepalace.co.uk)*

*Many thanks for your help in making all your club members aware of the event. It really is a fun weekend for both competitors and spectators.*

*Kind Regards*

*Karen Webber  
MATP Team*



# Sporting Car Club of Norfolk

## Micra Challenge

Spotlight



For those of you who have enjoyed the fun which can be had competing in a Nissan Micra there is a new challenge; just that, the all-new SCCoN Micra Challenge.

For drivers of the diminutive hatchbacks, from the venerable K10 onwards, we now have a club challenge which forms its very own championship for all aspects of Micra competing. It works in a similar fashion to most single vehicle classes and will result in a winner at the end of the year. Competitors using one of the fleet of SCCoN Micras kindly facilitated by Howard will be included as will any club member or affiliate member using a Micra in accordance with the SCCoN Micra Challenge guidelines.

The winner will become the holder of the Joynt Cup for a year until passing the laurels on to the next year's winner. We hope this will be becoming an annual fun competition across, 12 car, autosolo, autotest, trials and marshalling.

See the guidelines for details and make 2020 your year of the Micra.





**Christmas Funnies...**

kindly provided by Martin Newson

I ALMOST PEED LAUGHING!!!

HOW DO COURT RECORDERS KEEP STRAIGHT FACES????

These are from a book called Disorder in the American Courts and are things people actually said in court, word for word, taken down and published by court reporters that had the torment of staying calm while the exchanges were taking place.

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, 'Where am I, Cathy?'

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!

---

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

---

ATTORNEY: Are you sexually active?

WITNESS: No, I just lie there.

---

ATTORNEY: What is your date of birth?

WITNESS: July 18th.

ATTORNEY: What year?

WITNESS: Every year.

---

ATTORNEY: How old is your son, the one living with you?

WITNESS: Thirty-eight or thirty-five, I can't remember which.

ATTORNEY: How long has he lived with you?

WITNESS: Forty-five years.

---

ATTORNEY: This myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget..

ATTORNEY: You forget? Can you give us an example of something you forgot?

---

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

---

ATTORNEY: The youngest son, the 20-year-old, how old is he?

WITNESS: He's 20, much like your IQ.

---

ATTORNEY: Were you present when your picture was taken?

WITNESS: Are you shitting me?

---

ATTORNEY: So the date of conception (of the baby) was August 8th?

WITNESS: Yes.

ATTORNEY: And what were you doing at that time?

WITNESS: Getting laid

---

ATTORNEY: She had three children, right?

WITNESS: Yes.

ATTORNEY: How many were boys?



WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS: Your Honor, I think I need a different attorney. Can I get a new attorney?

---

ATTORNEY: How was your first marriage terminated?

WITNESS: By death..

ATTORNEY: And by whose death was it terminated?

WITNESS: Take a guess.

---

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard

ATTORNEY: Was this a male or a female?

WITNESS: Unless the Circus was in town I'm going with male.

---

ATTORNEY: Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

WITNESS: No, this is how I dress when I go to work.

---

ATTORNEY: Doctor , how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

---

ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?

WITNESS: Oral...

---

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 PM

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: If not, he was by the time I finished.

---

ATTORNEY: Are you qualified to give a urine sample?

WITNESS: Are you qualified to ask that question?

---

And last:

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No..

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law.

These are from a book called "Disorder in the Courts"! Hilarious! ☐ We believe "Disorder in the Court: Great Fractured Moments in Courtroom History" you can find on Amazon! From my understanding these were some of the funnier ones! 😊