

SCCoN Spotlight

Ed's trials

Onward and upwards. Welcome to the latest version of Spotlight. No cones have been harmed in the making of this edition & my honour remains intact.

Hello from Spotlight HQ,

I've had a few submissions of new material for adding to the publication. I hope you are enjoying the new format and the material I am putting in to keep the pages turning. A considerable thank you to everyone who has sent in stuff to be included, if you don't see your item in the very next issue it hasn't been ignored, I am just trying to make the content go around and not use everything up at once. This issue includes part 2 of a serial, part 1 of another serial and several interesting articles.

Those of you who enjoying gardening, not exploring the bottom of ditches from the vantage point of an inverted vehicle, but the domestic garden type, will have noticed that Spring is on its way, bulbs are flowering and buds are appearing on plants. These signs would normally indicate the end of the 12 car season and the start of other events but, now at least, we can begin to compete whilst complying with new rules and staying safe. The time for competitive events has come and the SCCoN committee are frequently discussing options, looking at way and means, and trying to keep the club focussed on our core function, sport with cars.

If you haven't taken part in a Zoom version of Noggin & Natter don't miss out. Using Zoom isn't complicated and you might even enjoy speaking to people you already know (or maybe you don't know) about the things which interest us all. See the what's on section of this issue or the SCCoN website pages for details.

Matthew Hodder, Editor, Spotlight
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Social Media

Have you seen the social media presence of the club on Twitter and Instagram? There are some changes afoot in the administration of the Facebook page, so look out for updates and information. Search for **Sporting Car Club of Norfolk** on Facebook



www.Twitter.com/SCCoNorfolk



www.Instagram.com/SportingCarClubofNorfolk

"I couldn't find the sports car of my dreams, so I built it myself"
Ferdinand Porsche

My First Car

A serial feature—

This is your chance to shine. Let other members know what got you going on your route to success in motorsport. Was it your Mum's mini or a banger bought for peanuts? On the road, or off road? Write a few lines and send them in. If you have a photo all the better. Let us hear about your first car.

My first car

'Tequila Sunrise'

I did not choose the name of the car, this is what was already printed at the foot of the number plates - due to its orangey/mustard colour one assumes.

So roughly a year after passing my test I (but mostly my friends) decided a car would be better, so I duly swapped my Mk2 Yamaha RD250 for a Datsun 120Y - I still miss that bike!

The car was a heavy, lumbering, non-quick 1.2L, but like any other first car, it was a whole bag of fun, mostly.

Being a typical teenager I went and bought a stereo, graphic equalizer & huge speakers, worth at least twice the value of the car, and off we trotted on jollies around the countryside, Devon was a firm favourite. Unfortunately after only four weeks, the engine blew, disaster, I've no idea why. So off we pop to the local scrapyards, found a donor car and secured a price of £30 for the engine, but it was up to us to remove it. So we battled to disconnect everything then asked the half man half gorilla who was crushing cars if he would lift the engine out with his crane, after a thunderous look I produced a fiver and the engine was in the back of our Transit in no time at all. A weekend of old engine out & new in, with no crane or block and tackle just brute force and swearing, it breathed life again. Hoorah, more countryside jollies, and the replacement engine certainly held its own. Music up, foot down, happy days indeed. Sadly only another two weeks passed until I was taking a local sweeping right hander at pace, the n/s/r tyre burst putting the car side-



Photo courtesy of Geoff Bateman
From his Alpine Challenge—see part 2 of the article
Pop up lights, up popped

We want your story

Spotlight needs you! If you have a story you would like to submit for spotlight, please email

Spotlight@SCCoN.co.uk
or snail mail the editor

Datsun 120Y



ways into a telegraph pole, promptly snapping the pole clean in two and throwing the car through a 360 degree spin leaving the rear wheels precariously perched over a ditch. The Italian Job bus springs to mind! It was bent like a banana, missing a door skin and a few smashed windows. Luckily the four of us escaped with nothing more than a couple of bruises and slight cuts from glass. No mobile phones back then, so we had to flag a car down to get the two girls back home, whilst my mate and I sorted out getting it towed to a place of hidden safety until the scrappy could collect it. British Telecom never did catch up with me for the damaged pole, and I still cringe to this day on the odd occasion of visiting Somerset and taking that corner!

David Saint

Rallying is back!

Snetterton Stages Rally 2021 Snetterton Circuit on Sunday April 25th

You may have seen on the relevant web pages that the event is alive again.

Set up will take place on the Saturday late afternoon and evening.

In the meantime if you are available please let Martin know if you are able marshal for us at the event. Martin and the organising team will try to look after you in every way possible. When registering please check your details are up to date (sometimes email addresses are slightly wrong making it difficult to get the emailed tickets to the right person)

Thank you for your help

Kind Regards, and Keep safe

Martin Newson and the Marshalling Team

Social Events

Howard – Social Secretary:

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

Club Nights

Remember that SCCoN club nights are **usually** held at the White Horse, Trowse, NR14 8ST. Any change in venue will be communicated through Spotlight or the SCCoN website.

Due to the ongoing COVID-19 situation, we have had to cancel our club nights for now. As soon as they are back up and running, we will let you know!

STOP PRESS

**ZOOM
SCCoN Natter & Noggin**

April date to be announced

Join Zoom Meeting
Ask David Leckie for details
or see the email sent out to
members by Alan Kirkham.

**Be ye not square
Be ye there, verily
and forsooth!**



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 20 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. We are always happy to discuss your individual requirements, please do not hesitate to get in touch

“If everything is under control, you are just not driving fast enough” Sir Stirling Moss

SCCoN Club Clothing Get your kit on!

Ali Hodder (Mrs Ed) is *still* ready to take your order for a new hoodie or other club related clothing.

T-shirts, Sweatshirts, Hoodies
Zip-up hoodies, Polo shirts

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



Snake on the Road

To start with, you'll see the trailer grow larger in one mirror, then the other. You'll feel the back of the car beginning to move with the trailer, and you'll be gently rocked from side to side in your seat.

Don't panic. Don't start see-sawing at the wheel like a presenter in a kids' TV show as you try to correct the movement.

Ignore what some people may tell you, **DON'T** try to accelerate out of the snake as this could lead to a higher speed accident. You shouldn't hit the brake pedal either, as you could lose control. People who advise accelerating have never got into or out of a snaking tow successfully.

DO gently back off the accelerator. Keep a light grip on the wheel and keep it pointing straight ahead. Then cometh the hard part: The snaking motion could get worse before it gets better. With each swing the trailer could appear larger in each mirror in turn and you'll have to fight the urge to brake or steer.

DON'T be tempted to do either.

Two seconds can seem like half a minute, but stick with doing the right thing. The swaying motion will gradually ebb away, and the car will pull the trailer straight again.

Take a deep breath, and ask yourself why the snake happened. Downhill, it is more likely and a cross wind will make matters worse.

If you were travelling too quickly for the conditions, then take it easier for the rest of the journey. If you loaded the trailer poorly, then adjust the loading as soon as it's practical and safe to do so.

Pull in at the next services and treat yourself to a cup of tea or coffee. You'll need it.

Has it happen to your editor? Oh yes, with a small caravan on the back of a 4x4 and with a large laden tri-axle trailer behind a 7.5 truck. What did I do? Just what I have advised above and I am here to tell the tale, shiny side up.

Matthew. Information from an article submitted by Martin with additional info from the Caravan Club

Murray Walker RIP

It's Go! Go! Go! A small sentence that helped me fall in love with motor sport, the one thing that connects every single one of us who are reading this, whether it's 2 wheels or 4 we all love the excitement and adrenaline that our beautiful sport supplies us all with.

My love for motor racing started at very young age, sitting with my mum watching formula 1. I have so many memories from when I was a child watching the cars, drivers and teams competing. All of the memories include the pure brilliant and beautiful voice Murray walker. I'm sure there are many fans like myself who heard the news on Saturday night, and were utterly heartbroken at the loss. He wasn't just a commentator, he was, and always will be, the voice that gave us love and passion for motorsport. He ignited the flame in so many hearts for motor racing. Murray loved motor racing, it was in his blood, he worked in different disciplines from the TT races, to rallys and then F1. Most of all he loved sharing his true passion with all of us and by doing that in his special way he inspired millions of people worldwide to become fans of motorsport. There has never been a better commentator than Murray Walker with his "Murrayisms", his clever facts and the certain something which made him so special, the fact that he somehow made listening feel like a afternoon natter with your friend or granddad.

Motorsport will always miss you, and we shall never forget you. Thank you for all the memories Murray, rest in peace our friend. We will all miss your "Murrayisms" and the only way for us to sign off is in your words, "And now, excuse me while I interrupt myself."

Thank you to **Gareth Way** for his personal thoughts about Murray.

SCCON
CLASSIC CAR
RUN
Sunday 1st
August 2021



Marshals needed—can you offer your services. You won't have to complete time cards, stand in muddy field gateways in the dark or try to understand complex directions. Get out there and enjoy a summer day watching cars from the last century pottering by as the occupants wave happily at you.

**Contact Martin
Newson for details**

Switzerland without a Toblerone

The 2013 Alpine Challenge – Geoff & Maggy Bateman
Part TWO of a 3 part serial

Day two – Saturday

Saturday dawned sunny and bright with forecast temperatures in the high twenties. A lovely breakfast and I was allowed to get the car out to find the only petrol pump in the village, luckily it took a Visa card.

Another 12 crews turned up on Saturday for the “main event” over the weekend. Friday's event had been a separate event with its own rankings. The number of crews was 50, from all over Europe and one crew from Romania (in the Aston Martin Volante). 8 crews from the UK, took part plus some “ex pat” crews from Switzerland.

After our briefing at 10 o'clock we headed for the car for our 10-30 start. The route book duly delivered 3 minutes before the off was modified tulip directions and showed a distance of 45 miles to the lunch stop. Things started well and we enjoyed the route up through Gstaad and some fantastic mountain roads to our destination at Gurnigelbad for our barbeque lunch at a tourist centre. The morning session had been different from Friday, some of the passage controls were the “normal” boards you would expect whereas others, marked in the road book, required you to stop and get out and check something. It was like a scatter and we managed to get something for all the required boxes so we were quite happy. Over lunch, as a bit of light relief, the organisers had arranged a short archery competition for the crews using plastic “alpine” animals as targets. It was a bit quirky but I managed to hit all the targets despite my only experience being at a Warners holiday

The afternoon start at 1-30 was for a scheduled two and a half hour session ending back at Diablerets. Three minutes to go and we got our road book and immediately noticed that the first page of instructions were some tulip, some marked map sections and some pictures. What we didn't realise until we were on the road was that the distances were now in kilometres only without miles. We worked this out after about 2 km and immediately stopped the car. Luckily I had a calculator in the car and was able to work out how far we had come, convert it to km, subtract that from the rest of the distances and then convert them to miles allowing us to carry on. It was a bit of a rush job and it did get a little heated in the car for a few minutes. We decided the best way to proceed was to try and get some time in hand and then stop with each new page, do the conversions and carry on. We were then faced with 2 pages of cut up map sections. We had some scissors in the first aid kit which allowed us to cut the sections up, join them together in the right order and then follow the route to the next check. Other crews must also have been having fun because no one passed us whilst we were sat at the side of the road cutting up the route book.

The next pages went back to tulip but as we had to stop to do the distance conversion we noticed that the instructions no longer went left to right, top to bottom, but went clockwise round the page in a spiral with the final instruction near the bottom of the middle column. We found out afterwards that more than one crew didn't twig this until after they got lost. We ploughed on only to find the next page layout changed again! What a fiendish ploy! However, probably because we had to stop, we managed to spot it and got through it all right. On to the final page of tulip and all was going well until we got about half way down the page and got to a junction that wasn't there! We stopped, checked the book and our memory of the route. We decided to go back to via the last 5 instructions and check again. Sure enough we ended up in the same place and with no clue as to where we were. We lost quite a bit of time and in the end just followed some signs to a place we could find on the map. We then "reverse plotted" from the finish and plotted a route to get there. That worked and again we picked up some more code boards. At the finish it became apparent that there was a mistake in the road book with a line of instruction having been duplicated, which we hadn't spotted, neither had anyone else, so we were once more happy that we had made a sensible decision.

The finish venue was amazing. One of the event's sponsors were Knight Frank Prestige Properties and the venue was a Belle Epoque hotel at Mont Pelerin with fantastic views over Lake Geneva. The place had been converted to luxury apartments which they were selling. Needless to say the prices were a bit out of our range with the "cheapest" being £2 million, but that did include use of the two Rolls Royces, leisure facilities and library. We, along with all the crews, were somewhat under dressed for the place but the reception from the staff who served the light buffet was extremely welcoming and they all seemed very interested in what we were doing.

We had a free run back to Diablerets but had to be back there ready for the 7-30 start of what they described as the "night stage". We got back in good time to allow me to manually wind the headlights to the "up" position, have a bit of a wash and brush up and a quick coffee or three.

By 7pm it was dark and it had started raining. We had no idea of what to expect except that we would get the instructions 3 minutes before our start time. There was much muttering from the left seat. Cars were started at minute intervals. The route would take about an hour. The rain never stopped and I was glad we had decent tyres on. It was all single track mountain roads with mostly sheer up one side and sheer drop the other and nothing to stop you going down! We caught a couple of cars on our way round and managed to pass as they pulled over to let us. Maggy just kept her head down with the "notes" after taking a look out of her window in to the dark void below and deciding that she didn't like it. We got back to the finish to find we had "cleaned" it which was nice. I had really enjoyed it, despite not having spots on but the 944 does have decent lights on main beam which were good enough. We eventually got to the hotel at about 9-45 with just enough time for a quick shower before going down to dinner at 10-15. There was no time for after dinner drinks, we had to be up at 6-30 in the morning for breakfast. There would be a 7am briefing then 7-30 start.

Day 3 - Sunday

At Sunday's briefing we were told that there was a fairly long section that had been cut due road-works and diversions which could not be got round easily so that meant it would be a bit more of a relaxed day. The first section was now reduced to a 20 mile main road run before getting on the route with only about 5 miles to our first stop for coffee. This obviously passed with no problems but on arrival for "coffee" the organisers had decided, for a bit of fun. We had time to spare, so a blind-fold driver competition was arranged. It comprised a slalom course with cones, trees and shopping trolleys to negotiate. I guess it was the sort of thing people used to do at gymkhanas but we had never done anything like this before. Maggy was really not keen because she would be having to instruct me and was not keen on the potential consequences should I nudge a tree. Still we had a go and it's probably best not to dwell on the outcome.

From "coffee" we were then taken in convoy to Ollon to do the Ollon Villars hill climb. It is an international event and one of the few, if not the only, timed closed road event in Switzerland these days. We had not been entered for the event itself but were being allowed to have a "speed regularity" event up the mountain during a break in the international event. Helmets were compulsory; I had mine and we'd been able to borrow a "full face" one for Maggy. I couldn't hear a thing she said

Murrayisms

- 'There's nothing wrong with the car except that it's on fire.'
- 'The lead car is unique except for the one behind it, which is identical.'
- 'And now, excuse me while I interrupt myself.'
- 'I should imagine that the conditions in the cockpit are totally unimaginable.'
- 'Even in five years time, he will still be four years younger than Damon Hill.'
- 'He can't decide whether to leave his visor half open or half closed.'
- 'There are seven winners of the Monaco grand prix on the starting line today, and four of them are Michael Schumacher.'
- 'Now we have exactly the same situation as at the beginning of the race, only exactly opposite.'

which was probably for the best when we got on the climb! There are two average speed traps on the climb through the villages of Huemoz (40 kph) and Chesiere (50 kph) and these are rigidly enforced with fines. We had to wait for some time before we were allowed to start. We were started at 10 second intervals for the 5.1 mile blast up the hill. It was great fun, lots of hairpins and twisty bits. We caught 3 cars on the way up and got past them all, got through the speed traps without a problem. At the top paddock we parked up and had a look at some of the amazing machinery assembled there. There were cars and motorcycles from the early 20th century right up to single seat racers and everything in between, saloon cars, sports cars, even karts.

We were due to restart at 1pm for the final leg to the event finish at Chateau de Bavois which is just north of Lausanne. When we got the road book we saw that it was a 100km leg and was "free navigation" based on sections of map we had been given. There were also places we had to go through on route. We stopped after a mile or so to look over the maps and work out the best route. After some deliberation there appeared to be only one feasible route on the bits of map we had and without a decent map we were disinclined to try any route cuts. We set off and were making what we thought was reasonable progress when we were caught up after about 30 miles by a white 911 turbo which came past with great gusto. We upped the pace a little, as you do, and followed him. He had Swiss plates on so as far as I was concerned he was a "local". The next few junctions went well, Maggy called them out and the car in front did the same until we got to a T junction which Maggy called "right" but the other car went left. I went to follow them, Maggy said not to but I insisted we should because "they were locals and probably knew a cut". We followed them for about 5 miles before ending up in a car park by a river! I could then see the navigator setting his sat-nav!! I had a big red face and much humble pie was swallowed before reversing out of the car park back to the junction where we now went in the correct direction. The rest of the route went without incident, our plot was good, Maggy called all the junctions, I obeyed and we picked up all of the controls before eventually arriving at the finish, another superb converted chateau.

We finished at about 4-30 without realising we were so far away from our hotel which was a good 90 minutes away using the motorway (for which we had no carnet, the fine being 100 Francs) We planned to leave at 5 pm because our hotel finished serving dinner at 7pm. I had a slight problem with the car; the engine cooling fan relay had welded it's contacts leaving the fan running continuously. I didn't want to run the battery down so I removed the relay and left it on the dash hoping that I wouldn't forget to put it back when we started up again. The prize presentation was due to start at 5 pm and we thought we'd better stay for that as it seemed a bit of "bad form" not to. We decided we'd leave no later than 5-15 which would just about get us back to the hotel in time for dinner.

Along with all the other assembled crews we waited round having a good chat and recounting our tales of the last 3 days until 5 pm and still no results. We waited until 5-20 and then decided we had to leave. I found the organiser, Didier, apologised and explained we had to leave, only to have him insist that we stay a little longer because it was only going to take a few minutes more. Reluctantly we agreed to stay. After another 15 minutes we knew we wouldn't get dinner anyway so we waited until about 5-45 when we were all summoned in for the results and presentation.

Final part next month, results and the journey home

10% OFF AT WILCO MOTOR SPARES

Wilco have branches across East Anglia & offer club members a 10% discount in store on presentation of a valid membership card. 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.

The Wilco logo features the word "WILCO" in a bold, red, stylized font with a white outline and a slight shadow effect, set against a yellow rectangular background.

Defunct Tracks

The interesting article by Horry Dack set me thinking and I reckon there are a few more defunct tracks which might be included in the list:-

Charterhall Airfield, Berwickshire, between Duns and Coldstream off B6460 last used for racing in 1964. Jim Clark drove Border Reivers 'D' Jaguar there in 1957.

Crimond Airfield, Aberdeenshire, between Peterhead and Fraserburgh off A90 last used for racing in 1958. Stock car oval now on part of site.

Edzell Airfield, Angus, between Brechin and Fettercairn off A90 or B966. Used in 1959 and 2004 (shortened)

Evanton Airfield, Ross & Cromarty, between Evanton and Alness off A9. Used for racing in 1963 and 1964 before surface broke up.

Turnberry Airfield, Ayrshire, between Turnberry and Maidens to east of A719. Used for racing in 1951 and 1952. Saw V16 BRM's and Vanwall Ferrari in '52.

Winfield Airfield, Berwickshire, between Swinton and Paxton on B6461. Used for racing in 1951 and 1952 when prospect of a longer lease failed and use of Charterhall was arranged.

I used my copy of Motorsport Explorer by Julian Hunt (Haynes 2012) to check details of these circuits and really recommend acquiring a copy. It contains information on motorsport sites used for racing, sprints and hill climbs past and present in England (inc. CI), Scotland, Wales and Ireland divided by county. It could add a lot of interest to a holiday.

Duncan Macnab, SCCoN member no 3

HANNU MIKKOLA RIP

1943 - 2021

What can one say about Hannu Mikkola? He first came to prominence among British rally enthusiasts when they saw the superb Castrol film of the 1968 1000 Lakes Rally. It featured ground-breaking in-car footage of Timo Makinen left-foot-braking in his works Mini Cooper contrasted with Hannu's more normal driving style in his Escort Twin-Cam (AHK901F). It was Hannu's first works drive for Ford and he won the event. He went on to win the 1969 Austrian Alpine, 1970 Arctic Rally, 1970 London-to-Mexico, World Cup Rally, 1970 1000 Lakes, 1972 Safari Rally and 1972 Scottish for Ford, and he achieved a stunning 4th place in a Group 2 Escort on the very snowy 1973 Monte. On that event, he finished in the middle of a five-car Alpine-Renault sandwich which clearly demonstrated the Alpine's total superiority in those very difficult conditions. Hannu went on to win the RAC Rally four times in Mk2 Escorts and Audi Quattros and he was World Rally Champion in 1983 driving for Audi.

Peter Riddle

Quotes from Hannu

"It's a fantastic feeling when you control a car at speed. "

"I think sometimes rallying today is a little bit... boring, with just two guys fighting it out. Rallying should be more exciting than that."

Hannu Mikkola - a few words from Mike Wood

I got to know Hannu quite well when he first came onto the International Rally scene driving on a couple of events for Datsun. He was already recognised in his home country of Finland as a up and coming driver and maybe because of my own connection with established Finish drivers, Timo Mäkinen, Rauno Aaltonen and Simo Lampinen, just to name a few, we immediately connected with each other. At the end of 1968 and because of the British Leyland take over, BMC closed the Competition Department; this meant that almost all the established drivers and co-drivers were out of jobs. However, the Ford Competitions Department at Boreham already had their eye on Hannu and signed him up for the 1969 season. They needed a co-driver/navigator to sit alongside him and I am pleased to say that Roger Clark, already a established member of the Ford Rally Team recommended myself. I was duly interviewed by the then Ford Comp Manager, Bill Barnett and because of Roger's recommendation and presumably my own International Rally experience I was offered the position of co-driver to Hannu, an offer I immediately accepted. The full Ford Works Team for 1969 were Roger Clark and Jim Porter, Ove Anderson, usually with Gunnar Palm, and Hannu and myself.

I have to say that year 1969 with Hannu was not all that successful. Our first event would be the Monte Carlo Rally, but just before we were due to start our recce I damaged my knee so I was replaced by Jim Porter,

Continued on page 11

An event!

SCCON CLASSIC CAR RUN

Sunday August 1st

Contact Martin Newson for details

For classic Petrol heads

FBHVC clarifies the introduction of **E10 petrol** for historic vehicle owners.

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade. The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available. Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade. The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 -should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%.

To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker <https://www.gov.uk/check-vehicle-e10-petrol> It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

Federation of British Historic Vehicle Clubs

PANCAKE RALLY

DAVE PALMBY and **Brian Smith** dropped only one minute to win the Sporting Car Club of Norfolk's restricted Pancake Rally on November 21 from a field of 75 which gathered at Texaco Filling Station, in Martineau Lane, Norwich. Compared with recent East Anglian events, conditions were excellent and navigation straight-forward, so it was somewhat surprising that only 47 crews were classified as finishers.

Running at No. 1 was the inevitable **Len Wills/Ian McColl** Cooper S followed by **Bill Weeks/Campbell Sylvester** (Lotus Cortina) and **John Chambers/Mike Rooks** (GT Cortina). Also in the first 15 of 52 expert crews were **Keith Pettitt/Bernie Baker**, winners of the Premier Stages, in a Clubman GT entered by **T. H. Nice** of Bury St. Edmunds and **Reg Mullenger/John Matthews** (Escort TC) twice winners of the Britvic.

After a short run-out, competitors received the whole first half route which began with "in order" MRs to TC5. Simple, one would think, but only six clean sheets remained at the end of it and although the following "out of order" section had a fairly easy solution, only eventual first and second crews were unpenalised by TC10. Among those to suffer were **Len Wills/Ian McColl** (seven minutes); **Ian and Tony Pettie** (Cooper S) clean but missing a route check; **Reg Mullenger/John Matthews** (seven minutes for oily plugs) and two novices learning the hard way by bending their expensive cars on the **Bedingham whites**—**Tony Kelly** (BMW 2002) and **Richard Attridge** (Capri 3000 GT).

A straightforward (albeit 41 junction) herringbone to TC15 led to a list of 51 "Black" Spots defining the route to TC20 on which **Keith Pettitt/Bernie Baker** immediately dropped a minute giving **Dave Palmby/Brian Smith** the lead they were not to lose. Tulips followed, but the fun was not over yet and the large gathering of spectators at Gissing Ford were not disappointed. Their "laurels" for the most spectacular swims go to **Reg Mullenger** and

Jim Hair (Hornet 1300), the latter unfortunately wrong-slotting just up the road!

So, after the **Banham Moor whites**, to the half-way halt at a cold **Snetterton** where **Len Wills/Ian McColl** retired with no exhaust or rear suspension and **Bill Weeks**, **Rod Cattini** (Escort TC) and **Jim Hair** were also missing.

First half Penalties: **Dave Palmby/Brian Smith** clean; **Keith Pettitt/Bernie Baker** 10; **John Chambers/Mike Rooke**, **John Powell/Ken Dodd** (Cortina GT) 30; **Dave Field/Alan Delaney** (Escort), **Reg Mullenger/John Matthews** 70; **N. Porter/Jim Mason** (Cortina GT) 100.

TC29 to 32 was an unforgettable thrash across the fabulous whites in 9684, 9485, 9386, via the 5ft. 3in. bridge at 934¼/874½ and back down 9488. This took care of the one remaining clean sheet of **Dave Palmby** before a similar mixture of navigation to the first half, and the "sting-in-the-tail"—a tricky "out of order" MR section from TC46 to the finish, which again only 1st and 2nd crews were able to clean.

Second half Penalties: **Dave Palmby/Brian Smith**, **Keith Pettitt/Bernie Baker** 10; **John Chambers/Mike Rooke** 30; **F. Piggins/Eddie Markham** (Maxi) 60; **N. Porter/Jim Mason** 70; **Neil Parsons/Geoff Hill** (Triumph Herald), **Ian Pettie/Tony Pettie** 80.

G.R.M.H.

1. **D. Palmby/B. Smith** 10 penalties; 2. **K. Pettitt/B. Baker** 20; 3. **J. Chambers/M. Rooke** 60; 4. **N. Porter/J. Mason** 170; 5. **F. Piggins/E. Markham** 170; 6. **R. Mullenger/J. Matthews** 190.

Best Novice: **Terry Green/Eric Ryder** 1350.

Continued from page 10
Hannu Mikkola

Roger Clark's regular co-driver, they duly finished the rally in 6th place I think. Roger and myself did ice notes for the team. Our next event was San Remo Rally which we failed to finish due to an accident. The next event was the Austrian Alpine Rally which we won; we then went to Greece for the Acropolis Rally and failed to finish due to a broken rear brake. Our next event was the French Alpine Rally and we failed to finish that one due to a suspension problem and our final 1969 Rally was the RAC Rally which we failed to finish again due to a big off in Dalby Forest in Yorkshire, so apart from the win in Austria, it wasn't a very good year.

At the end of 1969 my contract with Ford was terminated and I was replaced as co-driver to Hannu with fellow Scandinavian, Swede, **Gunnar Palm**. **Ove Anderson's** contract was also terminated and he was replaced by **Timo Makinen**. I actually never found out why I wasn't retained although I think pressure may have been brought to bear by Ford Sweden for **Gunnar** to sit with **Hannu**. I have no qualms about this; **Gunnar** was one of the very best co-drivers around and he was and still is a very good friend of mine. **Hannu** and **Gunnar** continued together with huge success, one of which was their win on the 1970 World Cup Rally.

Hannu Mikkola was one of the best drivers in the world and at the time he was competing, probably the very best. Apart from his driving skills he was also a lovely guy, great sense of humour and very easy to get on with, I cannot remember us having a cross word when we were together. We always remained friends and it was a tremendous shock when I heard that he had died, I will sadly miss him.

Mike Wood

This interesting cutting, from Motoring News, was kindly sent in by **Henry Hardiment** from his archive of material. It is just the sort of thing which reminds us of where the club has come from and who was competing back in December 1970. It would be good to see more like this from Henry or anyone else with an archive of cuttings.

Rallying Good News

Motorsport is set to keep visiting the region (Scotland) after Forestry England agreed to continue letting the sport access its property following an independent review.

The sport, which has often used Kielder Forest as a location for numerous events in the past, has been given the green light to continue using locations across England after an agreement was reached with Forestry England, Motorsport UK and the Auto Cycle Union.

"The nation's forests have in the past found themselves at the leading edge of motorsports in England. Our review has made it clear to me that we must take the opportunity to become leaders again. I'm excited for the future with the welcome support from Motorsport UK and the ACU." said Mike Seddon, Forestry England Chief Executive. In recent seasons Kielder has played host to a number of national series' including the British Historic Rally Championship and also the bi-annual Roger Albert Clark Rally, which contests several stages within the complex as part of its mammoth schedule.

"Our members have a deep respect for the unique nature of the forest stages and we are committed to playing our part in their preservation. We are fully dedicated to ensuring the long-term future of motorsport on the nation's forestry estate through this crucial partnership." added Hugh Chambers, Motorsport UK CEO. **Article from Rallying News**

Monte Carlo or bust A Millionaire's playground

Part 1 by Paul Rowlands from his book "Not all Sunshine & Sand" published by Old Pond Publishing

It's the 8th March 1987, a day etched in my memory. Not only was it my fortieth birthday, but I'd been offered an opportunity to partake in a little piece of motoring history.

"Paul," came a shout from across the yard as I was strapping down my load of Volvo cars ready for tomorrow's delivery.

I turned to see our Shop Steward, Robbie Blackwell, striding across the loading pad.

"Hello Rob," I said, stepping off the bottom deck and shedding my gloves.

"What's up mate?"

"Got a nice little job lined up for you.....if you fancy it?"

"Oh, aye, what's that then," I grinned, intrigued.

"How'd you fancy a trip to Monte Carlo?"

"You what mate?" I replied, mildly shocked, "Monte Carlo?"

"Yep, I've put your name forward. That's if you're interested, of course. It should have been Les Taylor, but he'll be away on holiday."

"Bloody right I'm interested," I responded, gathering my thoughts. "Cheers Rob, but why me? There're six hundred drivers working for Toleman's, must be plenty of blokes would love this number."

"I know," he replied, "but as you've done loads of continental driving in a past life and have a smattering of French, I suggested you."

"I don't know what to say mate; just thanks."

Robbie, as our Shop Steward, could have nominated anyone, so I was really grateful for his support.

"All I can tell you," he went on, "is that there are four of you double manning two car transporters, Phil Parsons from Harwich Depot, Del Thompson from Dagenham, Hughie High from Milton and yourself."

Blimey, what with the Toleman boys, I was going to be mixing with some extremely important people. In the

Toleman's pond these were very large fish!

Two weeks later I was sat in the boardroom of Toleman's Brentwood Head Office for a preliminary meeting of the team, to discuss the trip logistics.

This was the first time a specialist two marque auction of important vintage and classic Ferraris and Bugattis had been held, and it was expected to be the most prestigious event of its kind, ever. Should the various lots reach their estimated value, then this would also be a world record sale, certainly a world record for the number of quality cars in the same auction room. Over the coming years this fabulous sale, which was being held in the classically important venue of The Loews Hotel, Monte Carlo, was to spawn an absolute plethora of similar auctions at equally iconic venues, for example, Pebble Beach, Lake Como and Paris Retromobile. 'Our' auction had been organised, apparently with the assistance of Lord Beaulieu, by the classic and vintage vehicle department of Christie's, and was to be led by their star classic car auctioneer, Robert Brooks. A man who eventually became famous for his role in the prestigious Bonham and Brooks Auction House.

Historically, until Toleman's involvement, these 'works of art' would have been transported in their one's and two's in the back of small covered trailers and towed by Land Rovers or the like. Our management and advertising team realised the potential of being involved in delivering such a high end product and put together a package for tender. Successfully, as it turned out, as we were offered the opportunity to transport fourteen of these very expensive automobiles from the UK to Monte Carlo. Not only that, it was to be tied in to the week of the Monaco Grand Prix.

Over the next couple of months our 'working' team spent numerous days at our Griff Clara engineering HQ, on the outskirts of Nuneaton, testing various designs of mechanical loading device. Extra ramps were manufactured to help in reducing loading angles, as we were conscious of the fact that tolerances could be miniscule, especially for the Ferraris, where ground clearances could be measured in millimetres and when you're dealing with cars valued at hundreds of thousands of pounds, millimetres are very important!

Having experimented with mobile electric winches, it was decided to use a manual option for better control of the minute adjustments that might be needed. A frame was designed and fabricated to sit over the deck cross members and the winch spools were filled with fifty foot lengths of Toleman Blue ratchet strap. **To be continued**

VNUK

Motorsport UK announced that UK government have defeated the threat of the Vnuk insurance issue.

Department for Transport confirmed that it is taking the necessary steps to exempt the UK from the implications of the EU Motor Insurance Directive.

The news will be met with enormous support and relief by everyone in the UK motorsport community, we will no longer be vulnerable to the requirement for insurance even on private land for a wide range of 'vehicles'. The EU rules would have meant any motorsport collision in the UK involving vehicles from karting to F1 would have been treated as regular road traffic accidents requiring insurance. The financial implications would have posed an existential threat to motorsport, risking tens of thousands of jobs in the process.

David Richards, Chairman of Motorsport UK, welcomed today's announcement by Transport Secretary Grant Shapps.

"Today's announcement is a hugely significant victory for the UK and our sport, after a considerable effort by Motorsport UK and the Department of Transport over several years to defeat the threat of the Vnuk insurance issue," he commented. "This decision provides stability as we seek to progress our sustainability agenda and protects the UK's preeminent position at the forefront of motorsport technology worldwide. I would like to thank all those who played a part in securing this important outcome, including the MIA and the insurance industry."

Vnuk continues to apply in the EU where the FIA is making robust representations for a motorsport exemption to apply. Although not directly involved in that consultation now, Motorsport UK continues to liaise with the FIA regarding the detail because it will apply to UK participants in the EU – unless it is repealed.

How I got the Motorsport Bug

By Jon Scoltock – former editor of Spotlight

As you will have noticed by now, I have passed the reins of Spotlight to Matthew Hodder and, given how much I bugged members to send me things when I was in charge, it's only fair that I set a good example now. So, with that in mind, I will give you an insight into how I got involved with motorsport.

I don't come from a motorsport family by any means. While my dad has a passing interest in cars, he certainly doesn't share my obsession. He did work at Lotus in around 1990, which meant a couple of Astra GTE company cars, as well as the occasional Lotus being brought home, but that was about it.

That being said, friends and more distant family definitely ensured I always had a healthy interest in anything with wheels; with trains, tanks and trucks all featuring, before cars eventually took over as my main interest. Many of my most significant childhood motorsport memories are related to rallying, with the earliest being of the late, great Colin McRae piloting the Rothman's Subaru Legacy RS. The Michelin Pilot Escort Cosworth of Malcolm Wilson was also a favourite.

My ongoing obsession with Formula 2 rally cars dates back to this time too. They were the core of the BRC during my teens, so it was inevitable really. One thing that always stands out in my mind is a tree stump in the grounds of Chatsworth House, which infamously claimed the Escort RS2000 of Gwyndaf Evans and the Mégane Maxi of Robbie Head on the snow-struck RAC Rally in 1996. You'd think that seeing two rally cars being thrown into the air would put a 12-year old off rallying, but apparently not!

It wasn't just rallying that I loved though – the British Touring Car Championship was also thriving at this time, with numerous factory teams, and drivers like Rickard Rydell, Alain Menu and Matt Neal. The latter scoring the first ever outright race win for an independent driver at Donington Park in 1999 is another standout moment – I was on the edge of my seat as he stalled in the pits, before fighting back to the front from fifth place.

While I was definitely lucky to grow up watching all of this, virtually all of my motorsport exposure was through TV and magazines. Other than a trip to Snetterton or two, the closest I got to any of the cars was the occasional trip to the British Motor Show, owning Scalextric models, or playing TOCA Touring Cars and Colin McRae Rally on the Playstation. As I grew closer to 17, motorsport took a back seat in favour of road cars. While many turn their nose up at it now, Max Power magazine had a huge impact on the car world, and the creativity of modifiers definitely grabbed my imagination. I was gobsmacked when the big tuning magazines started to break stories of 1,000bhp Nissan Skylines and Toyota Supras from Japan, and when (whisper it) The Fast and the Furious gave us a taste of the import tuning scene in California, albeit with a fair amount of artistic licence.



The love for motorsport was always bubbling away under the surface though, as cars like Max Power's Ford Escort Project 2000 always resonated the most – if you don't know, under the garish Porsche Karmin Rot paint, Project 2000 featured the body panels and 250bhp Mountune engine from an Escort F2 Kit Car.

After a few years owning numerous modified road cars – including several Escorts – life would take me back to motorsport in my mid-20s. A period of unemployment saw me doing a course at the now closed Norfolk Training Services on Hall Road in Norwich. While the course was basic, it turned out that the tutor, Algy Yates, had worked for Lotus and had experience of Formula 1.

I already knew most of the course content so, while the other students were replacing brake discs and pads, I was soon supervising them and getting taught about chassis set-up and how to port-match a cylinder head! I owe a great debt of gratitude to Algy as, while NTS were kind enough to offer me a permanent job, he convinced me that going back to university was the right move. So, in September 2008, I upped sticks and moved to Staffordshire to study a Foundation Degree in Motorsport Technology, followed by a BEng in Automotive Engineering.



During this time, I got my first “proper” taste of rallying, as a group of students marshalled on a very cold 2008 Wales Rally GB. The university also ran a series of work placements, so I spent plenty of time around race cars, including a stint working on a MINI Challenge car. A friend was also very much into hill climbs, so I went to events with him, as well as helping to build his Yamaha R1-powered single-seater, though nothing ever captured my imagination in the same way as rallying.

Another advantage of going to university was that it brought me closer to a few of the guys I had met through various owner's clubs, including a member of Wallasey Motor Club, Mat Lewis. Mat shared my interest in '90s Escorts and, alongside running a 2WD Sierra Cosworth on local rallies, was building his own Escort Maxi Kit Car. I serviced for him on the 2009 Promenade Stages rally with the Sierra, and have been making the pilgrimage to the event almost every year since.



By this time, I had come into contact with SCCoN member, Mike Smith, who owned my old RS2000 at the time. He was also a fan of the F2 era and, with his help, I started to do more research into the history of the Escorts, buying up every old video and magazine I could find, as well as talking to some of the drivers and engineers. I even put together a website, www.RS2000KitCar.com, which was a means of putting some of the story out there, as there wasn't much information around at the time. This sparked another passion of mine – writing.

Graduation in 2012 meant the need for a job, and I had interviews with both Honda and Triumph, before an innocuous phone call from a recruitment agency caught my attention. It was for a position as a Structures Engineers at a small office in Thetford, owned by a company called Multimatic – who I had never heard of.



When I was offered the job (after a gruelling three-hour interview), I was told that most of the work was on hinge mechanisms for major OEMs, with the occasional opportunity to work on more specialist projects. It turns out that the opposite was true as, during my three years with the company, the Thetford site (which was the old HQ of Dynamic Suspension, who Multimatic own) became something of a skunkworks. By Christmas 2012, I was involved in my first F1 damper project, which would be followed by more F1 work, via a highly successful WEC programme.

The final 18 months in Thetford were spent working on the 2016 Ford GT, where I was responsible for the structural analysis of the dash/instrument panel of the road car, as well as the suspension components for the race version. However, the itch to be a writer hadn't gone away. A lucky break came in 2013, when I was approached out of the blue to produce an article about suspension for endurance racing cars and, from here, I managed to craft a freelance career, putting out features in Race Engine Technology magazine, Professional Motorsport World and Vehicle Dynamics International. It also allowed me to interview some great names, including David Lapworth and Michel Nandan.

In 2015, I was finally given the chance to make the switch full-time, as I was offered the job of Technical Editor at Ford Autoteam – a dealer training magazine for the Ford dealer network. I did this for over four years and was fortunate enough to attend several interesting events, including the press launch for the Focus RS in 2016, where I got to drive round one round the Silverstone circuit. I continued on the freelance side too, with articles appearing in Classic Ford among others.

Alongside work, more involvement in motorsport was inevitable. I did my BARS test at the Forest Experience rally school in Wales in 2012, alongside David Higgins, which was an amazing experience. His utterance of the words, "*I admire your commitment, Jon*" as I kept the boot in, having run wide in a right hand turn that I had entered hopelessly too fast after a blind crest will stay with me forever!

I've marshalled at plenty of local events over the last few years, while I continued to support Mat as he got his Escort Maxi up and running. I'd long had plans to build my own car too, and had already started gathering parts before leaving university. In 2012 though, Mike Smith offered me the chance to buy his Escort RS2000, Q329 HVG. Buying a ready-built car made a lot of sense, and I knew Mike had put a lot of work into it already, so I jumped at the chance.

The idea was to use it pretty much as it was but, me being me, I couldn't resist tinkering with it a bit. As is all too often the case, things escalated and HVG was soon pretty much a bare shell, and subject to a six-year rebuild! I documented the build of the car in the December 2019 issue of Spotlight for those interested in reading it.

While it took far longer than intended, I finally lived my dream and entered my first event in 2019 – the Snetterton round of the Motorsport New Circuit Rally Championship. From a competitive perspective, it was a disaster; a clutch problem resulted in a gentle coast to a halt on SS1, while an incurable brake fluid weep meant virtually no stopping power all day. It wasn't the ideal start, but we still had a lot of fun and it was a great feeling to actually be in the car on a live stage. We were miles off the pace because of the brakes, but were steadily improving at least.

I actually ended up selling HVG later in 2019, partly to recover some of the investment, but also because I felt that I had gone as far as I wanted with the car. I do own another rally car; an ex-GSE Escort Kit Car, that I bought in cahoots with Mat (he wanted the gearbox for his own car), but that's in storage and I'm still deciding whether to sell it or eventually rebuild it.

I also became more involved in SCCoN over the last few years, taking on the role of Spotlight editor in 2018, as well as setting up Instagram and Twitter accounts for the club. I know many out there have their doubts about this brave new world, but the development of motorsport is a big passion of mine, as I do fear that we're being left behind by other pastimes.

Sadly, my time at the helm of Autoteam came to an end in 2020, thanks in part to the coronavirus pandemic. With my better half back home in Saudi Arabia (we met while she was doing her PhD overseas) and her rightly wanting to avoid disrupting her children's schooling, we had already decided that I was going to join her at some stage, so redundancy made the decision even easier.

As I write this, I am sitting in our apartment in Jeddah. While I will try to stay involved with motorsport in the UK, there aren't any rallies here, which is a bit of a bummer. The local kart track run drift and autocross evenings, so that's something I'll be investigating and, with Dakar and Formula E already being hosted here, and Formula 1 coming in December 2021, motorsport here is growing fast.

Jon Scoltock, our Middle East Correspondent

Many thanks to our former Editor for this interesting article.



**John in his Escort HVG
At Snetterton**

Exhausted?

Blowing exhaust or bashing it too often on a rough white? Now is the time to sort out those niggling problems with der auspuff on your competition car. If you are considering a sports or performance system, even on a Mighty Micra, remember that scrutineering will include a noise test and you could forfeit your chance to compete if your car sounds like a Lola 5000. However much we all like a good tune, it isn't what folk on a 12 car course want to hear. Even circuits have limits on noise. Don't be exhausted, get it sorted in downtime.

Stickers still available from **Alan Kirkham**, please contact him alanjirkham@yahoo.co.uk

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.

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neighbours cats may get them before
me