

SCCoN Spotlight

Ed's trials

And they're off! Motorsport at club level is finally back in action

Hello from Spotlight HQ,

We are back on track, or at least back at Snetterton. Club members and fellow enthusiasts from allied clubs have been able to compete in a PCA which was much enjoyed by quite a few of us. This is good news and it was equally good to see young drivers getting to grips with technique and handling cars with careful skill.

Bigger events are taking place too and whilst we must all wash hands, cover our faces and give each other space, we can begin to gather and carefully socialise. We must remember to abide by MSUK guidance and rules which have been imposed to keep everyone safe. We are as strong as the weakest amongst us which means looking after each other to make sure we can all enjoy the motorsport which is our common interest.

I hope to regain my position as ballast in a small blue sporting trials car in the autumn and I'd like to hear what plans you have for the rest of 2021. Drop me an email to let me know what is going on in your workshop, your chosen area of motorsport or just your head. The newsletter is as good as the material you provide. No input from members will mean it is reduced to me whittering on regardless.

Keep safe out there and remember we take part because it is fun, if it stops being fun, just stop.

Matthew Hodder, Editor, Spotlight
Spotlight@SCCoN.co.uk

PS: Rumours of me having a contract with NASA to launch cones into orbit are greatly exaggerated.

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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

“A racing car has only ONE objective: to WIN motor races ”
Colin Chapman

My First Car

A serial feature–

This is still your chance to shine. Let me have the story behind your first car. I can knock the barest information into a story to interest other members. If you don't submit something you'll have to put up with me droning on about my first cars. There were two.

Please don't make me do a Delia.

My first car

Well as nobody else has come forward to tell us about their first car it will have to be more input from your editor.

9968NO was an Essex girl, sold new by Kennings Automart in Colchester High Street. I can't recall if I was the 3rd or 4th owner but she wasn't in too bad a state when I bought her in about 1978, when I was 2 years too young to drive her. I bid £50 on her at the cattle market dead stock sale in Severalls Lane and came home pleased as punch that I had got myself a 20 year old classic car.

To get it home my friend, and successful MGB racer, Rob Muir, drove it home using his "any vehicle" insurance. There was about 2 weeks tax on it. Back in those days the tax went with the car, so it was legal for a drive home. I think Rob caught the bus up Ipswich Road to fetch it, because it had to be home before the sale yard shut.

The black paintwork was reasonably tidy and the interior smelt like and 1958 car ought too. I was really taken by my Austin A35 2 door saloon and despite its age, I gained a wee bit of kudos at school for owning a car. I already had a motorbike. My Dad didn't drive, never passed his car test and was a lifelong motorcyclist so he wasn't thrilled with my purchase. I drove it gingerly around the church grounds and along our driveway, discovering as I did, that the gearbox had a whiney 1st and reverse. My friend Martyn and I raided a scrap Morris Minor van and replaced the gearbox one Sunday. I smartened up the paint work a little and sorted out one or two other bits and pieces but Dad put pressure on me to clear the driveway so

after a few months of ownership I advertised it and sold it to a chap in his twenties who was going to fit a 1275 engine and spridget discs. Whether he ever did I have no idea, I never saw it on the road again. DVLA records tell me it is still in existence but it was last taxed about 40 years ago so it may have dissolved by now.



1958 Austin A35 9968NO

Fundraiser

In September your intrepid editor will be riding his pushbike from

Holyhead on Anglesey to Lowestoft

in aid of Cancer Research. Having lost a family member and 2 close friends to the disease he felt he wanted to try to help fight the wretched disease. Please contact the editor if you would like to support his efforts. So far £300 has been raised but he'd like to make it £1000.

Thank you in advance.

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

The newsletter is only as good as the stuff which you supply to go in it.

We've had no report from any crew who competed in the Snetterton Stages, which is a shame because I am sure people would enjoy reading an account of the event from a competitor's point of view.

Likewise there is no report from the recent PCA because the editor was competing, photographing and heading his team which left no time to get creative with prose.

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

**Snetterton
Tarmac
Production Car
Autotest**

Sunday 20th June 2021

**Trip to see the
“Great British Car
Journey”
See details Page 8**



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

“I am an artist. The track is my canvas and the car is my brush” Graham Hill



**SCCoN
Clothing
Get your kit on!
As modelled by your editor
at the recent PCA**

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

T-shirts, Sweatshirts,
Hoodies, Rugby Shirts
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



Car Trial, BTRDA championship round 1.

Club: Falcon MC.

Location: Ivinghoe Aston, Leighton Buzzard. Distance: 290 miles round trip for me.



Dave "Shaggy" Saint reports on marshalling at a trial.

Sarah Owen competing as a novice in her Dellow/Austin 7, & yours truly scoring each run. You'll be pleased to know she scored a zero on this attempt, and finished 2nd in her class!

There were eight hills set out for the competitors to make use of. A full entry of fifty competitors, but one didn't arrive and we had nine retirements during the course of the day, including regulars Peter & Tim Hanman (Dellow), Steve & Martyn Franklyn (ABS Freestyle) & Barry Redmayne (Liege). The weather was really summer-like, which doesn't always make for the best trial hills as a damp/wet ground is more testing, so we had to make our hill (No 5) more challenging to compensate for the rather dry and dusty surface. Mission accomplished I think. There were two rounds in the morning and two in the afternoon, and each round saw a change to the route of our hill. A quality range of entries, from masters to novices. Competing in hatchbacks that were driven to and from the event, to freestyle buggies and vintage Dellow transports on trailers, this saw a good variation in the scores. There were four SCCoN members competing, Dick & Robin Lines (VW Lupo), Brian Rattenbury (Smart Car) & Ken Catchpole (ABS Freestyle), unfortunately for Ken he was also one of the retirees. The biggest difference to the 'normal' rules being that due to Covid no passengers are allowed, so it was just driver and machine. It was great to be back again, seeing a lot of the usual smiling faces, and as always, meeting a few new people. Also, catering was back. Cornish pasties, big, hot, filled, and rather lovely! There were only two clean score sheets on the day, and scores ranged from 0 to 163, from a maximum of 384. Some surprising attempts on our hill, those who got much further than expected, and vice versa. All in all it was a fantastic day, I didn't hear any complaints, just lots of happy smiling faces, and as usual everyone voicing their thanks to marshals on the final round.

For the full results please visit www.falconmotorclub.com

SCCON CLASSIC CAR RUN

**Sunday 1st
August 2021**



Marshals still 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**

Is it safe to come out and play?

After doing my bit for Boris it seemed like probably time to test the waters and see how much the world had changed after 15 months of isolation at Chez Cloche. An entry had been lodged and accepted for the Metric Services Easylarity organised by Loughborough Car Club, run on May 23rd, and based around Wymeswold (map 129), first time out since Fat Controller duties at the Snetterton PCA on March 15th, 2019! Also provides an opportunity to plug probably the only 2021 Challenge promoted by AMSC, three 12 Car Regularity Runs organised by ECMC (July 11th), SCCoN (August 15th) and CMC (August 29th), possibly not everyone's cup of tea but information will be posted on the club and AMSC websites as and when it is available. Back to Wymeswold and of interest was my first go at using the RallyLiveApp, spoiler alert, I was never going to be a fan and you may find my experience a little biased!

After 15 months of doing nothing the first challenge was firing up a motor, two to go at and two very flat batteries, one nudged into life with a battery charger, other one needed a new unit. A 4:30am start to meet up with my pilot was also a bit of a shock to the system, but all went well, and we arrived on schedule, picked up our pack and queued up for the start. Format of the event was three regularity loops with each loop starting and finishing at the main venue with three simple grass PCA type tests to be repeated between each loop, loops 1 & 2 were 3 short regularities with loop 3 made up of one 30 miler. Navigation for all regularities was straight forward, carefully avoiding the use of 'easy' as there is no such thing as an 'easy regularity' in my book, with all regularities drivable from the instructions with no need for any maps.

RallyAppLive, what is that? It is a mobile phone app developed by John Clavey of Sapphire Solutions, the sister app TimingAppLive has been used on the two recent AutoSOLO events at Deben organised by AMSC and CCC. Initially the course is laid out as a series of GPS points and as you drive past each point a time is collected on your mobile. All amazingly simple and easy-peasy in theory, how would it work in practice? There is a simple demo on YouTube, that doesn't really prepare you for the reality! Part of the event entry system logs your mobile against your entry and all you do at the start is log into the app using your mobile number. The demo implied a lot of interaction between you and the mobile, in practice there is only one interaction at the start of each regularity, simply pull into the control, the app then prompts you to pick a start time, simply wait for your minute to tick over then touch the screen and then confirm that the time is OK and your start time (to the previous whole minute) is logged and off you trot. Timing points were identified by a control board on the side of the road and a yellow line across the road, route checks were identified by a control board on the side of the road, drive past either and that gets logged on your mobile. What could be simpler? No need for loads of marshals, orgasmic!



Technical stuff, to use the app rather obviously a mobile phone is required, and possibly the non-PC question of where to stick it needs an answer. Based on the demo video and the assumption that there would be interaction required as well as reading the ridiculously small font displaying messages, I went for the round the neck dangly option, not one of my more inspired choices. As an aside, the app is very heavy on battery use and needs to be continuously charged, I did try it on one section without charging and it did approximately 30 minutes. But it will be useful in the winter if you don't have a heater in the car as the mobile gets quite toasty.

Back to the event. All went well, sort of, through a test section between MTC1 and RSA although I possibly missed an early warning of potential problems when the start control of the test section failed to register on the mobile, very simple first regularity with just the one timing point and 1 second early (very good for us!). Second regularity, three timing points, and a 'Houston we have a problem' moment. Case for the defence, I am very much a mobile phone / app luddite, I have a smart phone but sadly I am very much not a smart user. Hugh is a frequent mobile phone / app user but from the school of when it does as expected all is fine but headless chicken when it doesn't. As we went through the first timing point, I checked the screen only to see a weird hodge podge of stuff with half the app hidden under 'other stuff'. My turn for headless chicken, all the gear and absolutely no idea, instant entertainment in the office trying to simultaneously read instructions and navigate through a village and trying to fix the mobile and asking my pilot for suggestions. The screen sorted itself out by the next timing point, no idea how, Hugh was confident that it wasn't a problem and somehow the magic interwebby pixies would have stored our time and delivered it to the results team, I didn't share that confidence. Regularity three and deja-vu at timing point two, again the screen sorted itself out but not before another timing point went unregistered. Hugh's faith in the interwebby pixies was mis-placed as the interim results showed two missed control penalties. I am happy to take the blame, I am certain I accidentally nudged something on the screen causing the problems, I need to experiment, but the favourite is the little square box on the right-hand side of the menu bar at the bottom of the screen, simple user incompetence.

Back to HQ for three simple tests, so simple that we managed all three without any faults! Mobile now relocated to strangely rather than dangly and the next loop of three regularities. We were quite fortunate to have calibrated the trip to match the organisers and were able to rely on the distances on the route instructions, and to be fair we only had the one wrong slot all day, between regularities four and five the call was slot left at 9.46 miles, busy doing something else and looked up to find us parked in a village hall car park with the trip reading 9.1 miles – just can't get the staff! No more mobile problems, highlight of the second loop was a missed clock re-set at a speed change requiring extra maths for the rest of the regularity. Back to HQ for a repeat of the tests and a happy Hugh as he reported the results showed him 4th o/a after 6 tests. Final regularity loop and something a bit different. Map hand out marked up London Road Book style (a series of points marked and lettered with the route instructions listing the order to visit them), 30 miles and 9 timing points, an opportunity for map reading and speed tables. Traffic light-controlled road works screwed things up between timing points one and two, OK for anyone lucky enough to catch them on green, not so good on red with a timing point just the other side of a nadgery village. Also, one or two route checks and not as maps thrown in for good measure. A knock-on effect of the traffic lights was cars were bunching depending on the impact of the lights with little chance of recovering any lost time before the timing point, basically once an external force affects the time separation at a timing point then that is the separation for the rest of the regularity.

Back to HQ for three final tests and lady luck played her final card. A heavy rain shower as we turned into the site wreaked havoc with the test times for the second half of the entry and Hugh wasn't 4th o/a anymore. Had to hand in a paper damage dec which was a bit of a surprise as the final throw on the app was a mandatory damage dec before it would let you escape.

The organising team then worked their magic on the results. I wasn't the only one to have problems with the app. The results weren't really relevant, we did OK, but it was always an event to blow away the cobwebs and an opportunity to try something new. The organisation and paper work for the event were first class. Well worth an entry.

Cont'd page 8

Please submit news, articles and reports to the spotlight e-mail address because that way they end up on the correct piece of hardware

Gaps appear when there are no small snippets of news or articles of interest to fill the gaps. 500 words or less can tidy a page up and provide interest for other people

From page 7

And what about the app? When it worked it was fine, did what it said on the tin. However, not for me. It is to be used on the Mercian, a proper old school NatB road rally with whites and bumpy yellows, managing the app in daylight at 30mph was doable, the thought of using it in the dark on bumpy tracks at speeds a tad in excess of 30mph is not for me.

Don't forget the AMSC 12 Car Regularity Run Challenge, please support it if you can, they are good fun, honest injun!



Trip to see the “Great British Car Journey”

Howard is organising a trip to this newly opened visitor attraction.

Set within the Derwent Valley, our interactive journey through British motor manufacturing will take you through the ages, featuring over 150 classic British cars, from the Austin 7, Mini, Morris Minor right up to the Ford Sierra

Please let Howard know if you are interested in joining fellow members for a trip out.

A big thank you

To all those members who contribute to the newsletter. Also to those who make suggestions for content and who point out when the editor has not quite got it right. Your input is greatly appreciated and valued.



A groaner from Paul Doodsan

" My grandson has just failed his driving test. The examiner asked him

what road sign he would expect to see on a narrow country road. It seems

"fresh eggs for sale" was not the correct answer!!"

Apologies to Betty-Ann & PETER Banham for Ed's mistake last month

WILCO

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.

Advertise here

Promote your business, event, talents or good cause.

Sell unwanted car related items.



Sporting Car Club of Norfolk
Snetterton Tarmac
Production Car Autotest
 Saturday 15th May 2021



| Class D | | | | |
|---------|----|--------------------|---------------|-------|
| o/a | # | Driver | Car | Total |
| 1 | 4 | John Peterson | Mini Clubman | 398.8 |
| 2 | 36 | Richard Pearson | Mini Clubman | 418.8 |
| 3 | 18 | Dan Pearson | Mini Clubman | 425.2 |
| 4 | 3 | Andrew Scarlett | Mazda MX3 | 434.8 |
| 5 | 20 | Michael Harrington | Mazda MX3 | 436.3 |
| 6 | 27 | Dick Lines | VW Lupo | 455.8 |
| 7 | 9 | Robin Lines | VW Lupo | 472.5 |
| 8 | 1 | Matthew Mantle | Peugeot 106 | 480.9 |
| 9 | 2 | Nigel Cook | Mazda MX3 | 486.8 |
| 10 | 14 | Nick Skuse | Mini Cooper S | 502.8 |

| Class P | | | | | |
|---------|----|----------------------|----------------------|-------------------|-------|
| o/a | # | Driver | Passenger | Car | Total |
| 1 | 10 | Vini Cruz | Laura Garcia | Renault Clio 182 | 419.4 |
| 2 | 6 | Garth Collier | Georgina Collier | Citroen Saxo VTR | 435.9 |
| 3 | 16 | Ashley Hudson | Amy Marshall | Toyota Yaris | 457.6 |
| 4 | 15 | Simon Hawken | Laura Garcia | Nissan Micra* | 463.1 |
| 5 | 25 | Simon Price | Oli Dennington-Price | Hillman Imp Super | 464.4 |
| 6 | 19 | Isaac Spiers | Andrew Spiers | Citroen C1 | 467.8 |
| 7 | 7 | Oli Dennington-Price | Simon Price | Hillman Imp Super | 468.6 |
| 8 | 22 | Jonathon Kavanagh | Henry & Jack | Mini Cooper | 471.3 |
| 9 | 26 | Stephen Baldwin | James Weaver | Renault Megane | 475.4 |
| 10 | 29 | James Hodder | Krista Love | Nissan Micra | 499.7 |
| 11 | 28 | Laura Garcia | Vini Cruz | Renault Clio 182 | 501.6 |
| 12 | 33 | Sarah Hawken | Simon Hawken | Nissan Micra* | 501.9 |
| 13 | 13 | Lewis White | Adrian White | VW Polo | 511.1 |
| 14 | 23 | Ian Thompson | Myles Thompson | Nissan Micra* | 521.2 |
| 15 | 12 | Lauren Theobald | John Theobald | Nissan Micra* | 522.6 |
| 16 | 34 | Amy Marshall | Ashley Hudson | Toyota Yaris | 534.1 |
| 17 | 32 | Julie Skuse | Nick Skuse | Mini Cooper S | 546.7 |
| 18 | 30 | John Theobald | Lauren Theobald | Nissan Micra* | 548.9 |
| 19 | 11 | Matthew Hodder | Alison Hodder | Nissan Micra | 551.4 |
| 20 | 21 | William Bray | Jon Bray | MG ZR 160 | 568.6 |
| 21 | 31 | Ellen White | Adrian White | VW Polo | 614.1 |



Plenty more photos can be seen here:-
<https://www.flickr.com/photos/gnome-service/>

16-May-2021 13:05



Monte Carlo or bust

A Millionaire's playground

Part 3 by Paul Rowlands from his book "Not all Sunshine & Sand" published by Old Pond Publishing

We had a superb drive down and luckily the weather was perfect, as it could have been very awkward had it rained. With the twins, Gary and Michael Toleman flitting back and forth between us in their Range Rover, keeping an eye on things, it was a trouble free trip, and to cap it all it was a balmy 85F when we arrived.

Normally large goods vehicles aren't allowed access to Monte Carlo's compact road network, but on our arrival at Nice we were met by the relevant Monagasque police authority, who wanted a structured approach to the delivery to avoid any unnecessary glitches. So we were given a written three hour dispensation to deliver the cars directly to the Loews Hotel later in the day. At two in the afternoon we had a police motorbike escort into the city, following the route of the Grand Prix track to the Loews Hairpin, where police had stopped traffic from both directions to allow us to reverse up the hill onto the hotel forecourt.

Once installed in position we started the laborious process of unloading only to find we were rapidly surrounded by a plethora of suited and boot-ed dignitaries and VIP's, who *all* wanted to be involved in the operation. Everyone wanted to put in their two penn'orth as to the best way of discharging the load. Even Robert Brooks was found clambering along the top deck clucking around like mother hen. Mind you, with the potential value of the vehicles involved, so would I!

Finally all fourteen of the cars were successfully manoeuvred into the safety of Loews magnificent ballroom ready for the big day, the 27th May. Suddenly there was security everywhere! Nothing was low profile about this part of the operation.

The plan, once the cars were unloaded, was for us to drive back to Nice and have a relaxing evening in a decent hotel before making our way back home the following day.

However, as a thank you, and because the trip had been such a success, the boys, Gary and Michael, booked us into the *actual* Loews Hotel for two nights. What a bonus.....But first the transporters had to be driven back to Nice to a secure parking site. Then collecting all our gear, six of us squeezed into the Range Rover for the trip back to the hotel, with me, being the youngest, ordered to make myself 'comfortable' squashed inside the tailgate among the suitcases. Amazingly, considering our 'lowly' status



we were treated like visiting dignitaries by staff and made to feel really welcome.

To say this was a different world would be a real understatement. It's inhabited by the super rich and visitors from other galaxies, certainly not the great unwashed. Our rooms, which weren't much larger than a decent sized broom cupboard cost £360 a night without extras, today's equivalent would be £952!

That wasn't all: one of the many restaurants in this magnificent hotel had its own equivalent of Paris's 'Folies Bergere,' The 'Folies Russe', and that night we were invited to attend a show with a sit down meal. On arrival at the arched restaurant doors the Maitre D very apologetically refused us entry, saying suits, blazers, shirt and tie were de rigueur, and as me and Del were wearing leather jackets;

"Had sir anything more appropriate?"

"*Sadly not,*" we said.

"*Pas problem, messieurs,*" said the Maitre, opening a small door in the wall and rolling out a twenty foot long rail of casual jackets for us to try on!

What class! I tried on numerous blazers before deciding on a maroon one, to clash with my green shirt, green tie and green slacks. We had a fabulous evening, finishing off with a visit to the casino, which was absolutely packed with Chinese business men, from Hong Kong apparently. I watched in awe as one client gambled 50,000FR (£5,000) on one roll of the roulette wheel! How the other half live. An extremely minute half, I grant you.

In the morning, it was coffee and croissants in one of the many casual ground floor seating areas. Then after breakfast, we took a private lift directly to the swimming pool on the hotel roof. On arrival each of us was provided with a monogrammed towelling robe by the Maitre de Piscine and guided to personal sun loungers, to relax among the glitterati who had arrived for the auction and Sunday's Grand Prix.

For lunch, Mike and Gary suggested we pop across into Italy.

There was no argument from us four as we all piled into the Range Rover and drove out through Menton along the Italian Riviera to San Remo, with me once more ensconced in the boot section of the car, at least this time without the encumbrances of sharp edged suitcases!

where sitting in an open beachside restaurant we were treated to a

S P O T L I G H T

superb lobster lunch. I must say, having to select your own live one first was a bit of a trauma! Late afternoon, it was back to Monte for a bit of sightseeing and an evening meal. By now the city was a hive of activity as work was in progress, setting up the vast amount of paraphernalia associated with this most famous of Grand Prix. Tomorrow we would be off and back into the real world, but just for a short time, to feel a small part of such an important social and sporting occasion was a wonderful experience. The following morning, in a more sober mood we checked out of La La Land and were driven back to our trucks ready for the non-stop haul back home. We were to later find out that the auction had been an overwhelming success and set the template for future elite classic car auctions. The fourteen Ferraris and Bugattis we transported realised a price of over £4,000,000 that's £11,325,804.58 by today's (2021) valuation and the most expensive individual car sold was the 1958 Ferrari 250 Testarossa, at just over £1,000,000. As to the Ferrari that was damaged by the good doctor, that little piece of extravagant, 'look at me in my classic Ferrari', driving proved rather costly, as it reached only half the expected estimate! This period was the start of a boom time in the sale of rare and exotic cars and within a couple of years spectacular auctions were springing up all over the developed world. I was glad to have been involved in the first and most successful of the era. Robert Brooks, the Christie's auctioneer made a huge success of the sale and as I've already commented, within a very few years went on to set up his own extremely successful classic car auction house. For just a few days it had been a wonderful piece of escapism.....



The travelling team. From left, Hughie High, Paul Rowlands, Gary Toleman, Peter Pegg, Michael Toleman, Phil Parsons, Del Thompson. The outfit is a Mark IV Lohr wagon and drag with an Iveco 16.24 cab

Thank you to Paul Doodson for introducing us to the article



Over £3,000,000 worth of cars in 1987, how much would they be worth now?

**Snetterton Tarmac Production Car Autotest
Sunday 20th June 2021**



***Due to Covid-19 restrictions the circuit facilities will NOT be available
Tests will be laid out on the '100' circuit car park
Regs on the website
The Micras will be available***

Your tube

If, like me, you enjoy a bit of browsing through videos on the world's biggest video hosting website, you might enjoy looking at a channel called "Diesel Creek" which is hosted by an affable young chap called Matt. Not a motorsport channel but some heavier equipment and a skilled guy in the workshop.

If you like madcap inventions and well executed engineering and fabricating you will probably enjoy Colin Furze channel. This Lincolnshire plumber turned engineer is one of the most entertaining British channels.

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:



Get stuck in
and stuck
up

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

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Please don't lick your envelopes or I will have to burn them which makes reading contents difficult