



'Spotlight' the Newsletter
of
The Sporting Car Club of Norfolk
Welcome to January 2023
Happy New Year

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If you need some help and advice about any car club events and actives please get in touch and we will get back to you as soon as possible

**As a SCCoN member this newsletter is yours to add to and improve.
If you have any articles, photo's, opinions, ideas please let us have them.
E-mail anything and everything to one of the management and they will get them to me.**

Martin Newson email to cjnewson32@yahoo.co.uk

Dates and Places for the 2022/ 2023 Circuit Rally Championship

Saturday 21st January 2023 - MGJ Engineering Stages Brands Hatch

Saturday 11th February 2023 - Snetterton Stage Rally Snetterton

Sunday 5th March 2023 - Lee Holland Stages Anglesey

Sunday 12th or 19th March 2023 - Northside Truck & Van Donington Rally Donington Park

Sunday 2nd April 2023 - The Alan Healey Memorial Rally Cadwell Park

Sunday 16th April 2023 - Altratech SMC Stages Anglesey



Fressingfield Oily Rag Club News

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- **Friday 27th January 2023** at Fressingfield Swan – **Festive Fuelling 2023 - FORC's annual New year dinner** [Booking now](#)
- **Friday 24th February 2023 -RaceRetro Show** - Stoneleigh Park, Coventry - **The FORC Race Retro Coach Trip**. Further details soon.
- **Wednesday 12th April 2023** at Prodrive – FORC have arranged to **visit Prodrive's new premises in Banbury**. The tour of Prodrive's headquarters gives people the opportunity to find out first hand what a world-leading motorsport and advanced technology business does and discover the level of design and engineering that goes into the projects we work on from championship-winning race and rally cars to complex active aero systems for hyper cars, electric and hybrid vehicles and much more. Limited places so book very soon.

[One place is available on the morning tour and a reserve list is also now available.](#)

For more information about any of the above events or future events not yet ready to book just check out the club website for the latest information go to FORC.ORG.UK

Thanks for your support.

The FORC Team

Editor's Corner

I hope you have had a great Christmas and it has been food and drink all the way, hopefully Santa has brought you lots of new bits for your latest projects.

As you will know we have organised and taken part in lots of events with a number of successes of class and overall wins. The efforts everyone has put in are a credit to everyone involved.

During this year our membership has increased which is a credit to our membership secretary Dave Saint, but we have been working him too hard.

Dave would like to stand down from this position at the next AGM.

So, we now need to recruit our new Secretary. Can you please help?

Please get in touch with me as soon as possible, I can be contacted by phoning or e-mailing me.

Martin Newson 01502 716280 or 07717 109472

Email cjnewson32@yahoo.co.uk

Something to read on these long dark nights

A little light reading to start 2023 (this a free to read and use on line magazine) Start the New Year the right way by reading the January issue of Classic and Competition Car magazine. Plenty for the motoring enthusiast. Read online, free at www.classicandcompetitioncar.com

Happy New Year from everyone at Classic and Competition Car

Preston 2022 Jon Bray's Rally

200 miles total 130 miles off-road

We arrived at Snetterton to dark, freezing fog and plenty of ice. Got the car off the trailer under torch light and proceeded to the noise test at my allocated time and then on to Scrutineering where I saw a very smiley Rob Kitchen and his son who were checking the lights, horn and wipers, before we moved on to the garage where they checked our essentials to compete in the One and Only - The Preston. Very good reason why this has the name - 40 plus years of running this fantastic event.

We passed so we could sign on and get our maps and essential information for Ian my navigator to get the maps ready for him to our directions and guide me through the tests. We also caught up with many friends and had a chin wag about what the night was going to bring and talking about my past Preston escapades.

Dave Taylor then introduced us to what to expect in the tests and the extra trailers and a mechanic at the petrol halts which was great, we also got to hear from the recovery crews and was given the number to contact if we broke down. Test 1 was very rough and extremely slippery in places, you could see damage had already happened as a spot light and broken gate were present, I very nearly added to that as it sloped down going through the gate, lifting fog and freezing temps certainly kept us on our toes for the night as it was -7 degrees. Another competitor was off the section and in a field but he was displaying his OK board. We got to the end and we both went blimey it's going to be an interesting evening.

So, we progressed through the night, through some very rough sections and had some hairy moments on the ice with a spin in Berners and we lost a tank guard as

it was like being on a roller coaster with a water splash, which covered our lights with frozen muddy water so visibility was not great. Many of the sections were visited twice so each time it seemed to get worse. We visited petrol 3 times throughout the night to refill and check over for any damage.

Ian was great on the notes and everything was coming together for a top 10 finish when disaster struck, we punctured and the clutch cable snapped on the last 2 sections, Dave and Rob helped to get me going again and getting marshals to push me off the line so we could get a gear under the starter, we managed to keep going and sliding through the section without a clutch and keeping at a reasonable pace so not to hold anyone up. We finished the last section catching up a few cars and got to the finish at Snetterton within good time considering our issues.

We waited for the finals to go live and we finished 9th overall 2nd in class which was amazing. This year especially goes to the marshals, organising crews and recovery as this is certainly the coldest one I have ever competed or marshalled in.

Signing off car 30 MG ZR160 - she survived another Preston with much less damage than last year.

Cheers

Jon

The 44th running of Chelmsford Motor Club's 'One and Only' Preston Rally

Towards the end of last year, I entered the Preston Rally for the 12th time. All my previous attempts had been in Vauxhall Novas but for 2022 I bought a 1400cc MG ZR. Julian Riley had done an excellent job as my co-driver on recent Preston Rallies, but he is currently unable to compete so I needed a new co-driver. I owe enormous thanks to Jonathan Stimpson for agreeing to navigate for me. He has finished in second place on 'The Preston' twice, firstly as Mark Banham's navigator in 2013 and again driving his own MG ZR in 2021. As well as his navigating skills, Jonathan knows a lot more about ZRs than I do, so he was the ideal person to accompany me.

Before describing how the rally went, I want to thank all the people who helped get the MG to the start line. I bought it from SCCON member Andrew Lawson and I must thank him for building a strong and quick rally car, for fitting it with all-new brakes and for his help in various jobs on the car after I'd taken delivery. Jonathan and I did a Kings Lynn & DMC 12-car as a shake down before the Preston but the car lost a little bit of coolant on that event and then it lost a lot more on a 30-mile drive the next day. SCCON's Willie Moore arranged a 'sniff test' that confirmed some exhaust gas in the coolant, so I got Rob Kitchen to change the head gasket. Willie came to the fore again when he skimmed the head before it was re-fitted. I took the cylinder head back to Rob and the moment I stepped into Norfolk Classic and Sports Cars workshop, Rob Dominy took it out of my hands and put it straight onto the engine. Both Rob Kitchen and Jonathan gave me a lot of good advice and helped me in the final preparation of the MG for 'The Preston'.

On the day of the rally I was directed into the right hand lane for scrutineering where the scrutineers were none other than Rob Kitchen and Rob Dominy! Needless to say, it passed on all counts.

The temperature was well below freezing and, despite most cars having undiluted screen-wash fluid (supposedly good for minus 20°C), no-one had a functional screen-wash because the nozzle jets froze up. Much of the competitive part of the route was covered in ice and this caught me out on the second bend of the first test. It was a 45 left, through a gate and then 90 right, but when I steered the MG to the left it reacted very slowly. Not wanting to risk hitting the gatepost, I steered right instead, went into the field and nosed the car up to the hedge. Because of the low speed we'd only 'gone off' about two cars lengths and I reversed back and rejoined the track. I'd learnt that the MG is a bit more nose-heavy than my Novas!

We were 24th fastest on that first test, then as I got more used to the MG we started to go quicker.



Near the start - Christmas tree decorations added by Andy Manston. Jonathan looks happy.

While queuing at the start of test 6 at Kings Forest West, Jonathan had a look round the car and noticed that the right rear tyre was deflated. A quick wheel change sorted that out but then the engine wouldn't start. I'd had a starting problem before the event that I traced to a loose connector on the crankshaft position sensor so that was the first thing to check but it was good and tight. Jonathan then started looking at the under-bonnet electrical connections while I checked the ECU connections.

Andrew had wisely relocated the ECU (engine control unit) to the navigator's foot-well in front of the navigator's footrest where it would be well away from all the water and mud under the bonnet. But as soon as I touched the ECU it moved. I then tried starting the engine and it fired up OK. I'd removed and refitted the ECU for access to reinforce the rear mountings of the sump-guard and I think I'd left out one of the rubber pads that made the ECU a tight fit in its bracket. I secured the ECU with a tie wrap and that fix lasted to the end of the event. I was very pleased to have cured the problem on a car I wasn't very familiar with.



In Kings Forest One after changing the rear wheel for the spare - the MG was still quite clean

The ambient temperature was around minus 6°C, but on Berners Heath the course cars and the cars in front of us had broken through the ice and we had to contend with some enormous muddy puddles. One of these completely covered the windscreen with mud and with no screen-washers I could only put the wipers on and hope for the best. Fortunately the driver's side wiper cleared the middle third of its arc and I had just enough visibility to complete the test. Jonathan had no visibility at all! We were lucky here because some crews had a total loss of forward visibility and had to stop mid-test to clean their windcreens.



Not so clean after passing through the mud-bath of Berners Heath

As the rally progressed we were working our way up the order and were up to 15th overall by first petrol and 12th at the second petrol halt. On the way to second petrol Vini Cruz, who'd been running one car in front of us in his Suzuki Ignis, had pulled into a car park on the left. We stopped to see if we could help and his problem was that he'd incurred his third puncture together with a severely mis-shapen right front wheel (see photo). He managed to get to second petrol where he was able to borrow a wheel with the same stud pattern on which he was able to drive the remaining four tests albeit at lower speed because his new wheel had a non-reinforced standard road tyre, not a knobbly like his other three wheels.



This tyre on Vini's car stayed inflated (somehow!) despite the state of the wheel rim

At second petrol Owen Turner came racing up to me "Peter, have you got any spare H1 bulbs? I need two more". So I gave him our spare pair and asked why he needed two.

"I needed more than two" he said. His throttle had stuck open and, when the engine revs went sky high, all his headlamp and spot-lamp bulbs had blown. Owen had been incredibly lucky that the fault had occurred only 50 yards before the end of section 12, the final test before second petrol. So he could see the marshals at the finish line and was able to complete the test with minimal loss of time. Then he fixed the throttle and was able to follow another car's lights to the petrol halt where he got his lights working again. He and Andy Ballantyne went on to win the rally.

The route of the 2022 Preston was affected by the terrain that the various landowners were prepared to offer and as a result it was faster with less of the naddery twisty stuff of recent years. This made for a lot of high speed motoring on straight-but-bumpy roads covered in ice! At one point we reached 75mph on a road like that. You needed a delicate touch on the steering while being prepared to correct slides in milliseconds, and the very long braking distances were hard to judge - I erred a little bit on the side of caution.

Back at the finish at Snetterton there was a high finishing rate (for the Preston) of 45 finishers out of 58 starters. I think this was partly because if you go 'off' on a normal Preston you get stuck in the mud, whereas on this one the frozen field surfaces were so firm that you could turn round and get going again. The ice probably reduced the loadings on transmissions and drive-shafts too.

We came equal 9th overall with Jon Bray, best SCCON and second 1400cc, a result I was very pleased with in a car that was new to me. As well as Vini, the other SCCON member to record a finish was Simon Hawken who achieved a very creditable 24th overall in his 1400cc Nissan Micra. SCCON's Jordan Weavers and Stephen Baldwin retired their Renault Clio at around one third distance. I think they got stuck in the mud on Berners Heath.

Jonathan and I had both enjoyed the event immensely so huge thanks Dave Taylor and his team for another cracking good Preston Rally and to all the marshals for braving the cold conditions and remaining so cheerful. SCCON was in the thick of it too because Dave Saint was Chief Marshal, quite a task on such a complex event.

Finally a special medal should be awarded to Ian Mephram, a previous second place finisher on the Preston. He provided a mobile repair service approved by the organisers to help any stricken crews, and in severe minus temperatures - what a hero. One of his jobs was to make Vini's wheel (as shown above) a

bit nearer to a round shape, and he helped several others. I would have given the 'Spirit of the Rally Award' to Ian.

Dave Taylor is a three times past winner of 'The Preston' and back in 1983, soon after he'd started rallying, he was the architect of the rough and tough Preston as we know it today. He established the formula of relatively easy navigation but car-breakingly rough roads - mainly Suffolk whites in those early days. Mildenhall Fen was known as the 'X1-9 bender' after a (probably rusty) Fiat X1-9 folded in the middle after a particularly heavy landing! Finally a big thank you to Jonathan for doing such a super job in the other seat.

Roll on the 45th Preston Rally later this year.

Peter Riddle, January 2023



Stanta Christmas Targa 2022.

This event jointly organised by KLDMC and SCCoN under the AMSC umbrella on 28th December was a great way to blow away the festive cobwebs although the weather Gods were not very helpful with blustery wind and rain for most of the day making the marshals job very unpleasant.

I persuaded Gill to navigate for me so I could have some much needed competitive driving practice to help with my performance on the Tests used on the HRCR Clubman's Regularity Rally championship events which I've been doing with David Mann.

Scrutineering and documentation were efficiently dealt with and we received our Road Book and test diagrams. There were three Tests to be run twice in the morning and then repeated twice in the afternoon in the reverse direction. These needed to be marked up "pace note fashion" so Gill could tell me which way to go around the various cone obstacles laid out. The obstacles are included to keep our average speeds down to differentiate this event from a "proper stage rally". These Tests have a bogey time set at 30mph while stage events would have the bogey time set at 70mph average speeds, so there are various manoeuvres, stop-astrides, Stop-Go points, and code boards to record, so plenty of work to keep both crew members busy.

So to Test 1, we were seeded at 29 based on results from HRCR events, but we soon found out this was a tad optimistic for my first Targa rally with mostly modern cars. It started on a concrete apron with an autotest layout then proceeded onto gravel, then a field headland, more gravel and finished back on concrete. All went well until cone R which was a dip left into what can be described as a gateway. It was very muddy with deep ruts and we basically beached on the exit, even after only half the competitors had been through. So, with much rocking to and fro we finally managed to drag ourselves back onto the track. I don't think the 260kg of cast iron engine in "C" was much help here! The B engine is 100kg lighter! The rest went OK managing to drive in and out of the 10 second stop-go points without too much trouble. There were three on this test and a code-board to record.

Test 2 was all gravel and went OK until I tried to hairpin left around the second cone at D which again cost us unnecessary time. Then again at Cone H, which was not visible and facing the wrong way, I tried to do another hairpin left around the second cone of the pair and proceeded to get an additional 20 second penalty for going the wrong side of the cone, which I did before going the correct side, so 20 seconds on top of a complete hash!

Test 3 started on gravel with two stop-go points then moved into a very narrow slippery wooded track with three code boards before finishing on concrete with slaloms and naggery bits around a village. I was very cautious in the woods, and tried much harder and was more at home on the concrete.

So that was the first run through and we escaped unscathed although the tracks were already being chewed up and getting very rough. There was just time to have a quick drink then it was out again for the second run through.

Cone R in Test 4 really got us bogged down again this time, but we managed to crawl out very slowly losing lots of time. In fact we were caught by the BMW 318 behind us with about ¼ mile to go just before a stop-go, but we managed to let him past without any delay to either of us. I was pleased to be able to stay with him for the last section of the Test as we left the stop-go just a couple of seconds behind him.

This time though the stop-go delays were increased from 10 seconds to 20 seconds, so with three S-G points there was an extra 30 seconds added to the time from T1 to T4

This time we managed to complete T5 without any fumbling and managed 5 seconds quicker ignoring penalties on T2 and the additional S-G delays.

On Test 5 I had a bit of a moment in the narrow woody bit when the “C” got away from me and we were very lucky not to end up in the shrubbery as we were sideways on a straight piece and consequently achieved a slightly slower time than the first run through. I did enjoy the concrete portion through the village, but could not make up the time lost in the woods.

The event was running a little late so the lunch rest was shorter than planned for us so just time for a quick bite and mark up the Tests in the opposite direction. I had a quick look at the results, but wish I had not bothered as I had lost a dozen or so places from our seeding. Hmm must try harder.

Unfortunately, by the time we got to Test 7, my favourite, it was cancelled because a competitor had gone off, and could not be removed, and it was considered too dangerous for the Test to continue.

Well done the Organisers for making a quick decision on this one.

So back to do the very muddy and cut up Tests 8 and 11 (T2 in reverse); I cannot remember any fumbling on 8 or 11 and we managed identical times – consistently off the pace, especially when comparing my times to Rob Kitchen in his MGB GT who was 30 seconds quicker.

Onto test 9 and 12 (T3 in reverse); these were now very rough and boggy. I started off on T9 by almost spinning near the beginning on the hairpin around EE, but the rest went fairly well until we reached the muddy section. It was impossible to tell the difference between the headland and the ploughed field from W to T so it was just a case of trying to stay pointing in the roughly right direction. In fact we got stuck in the first S-G when I slid to a standstill and managed to pile the mud up in front of the tyres requiring some backing up and rocking to get going. Meanwhile, the dreaded Cone R was even deeper, but at least it was not uphill on the exit this way, so just managed to keep forward momentum all the time.

Second time through as Test 12 was better and we managed a slightly quicker time, by making a cleaner job of the first hairpin and not sliding into the S-G and banking up the mud enabling a clean exit.

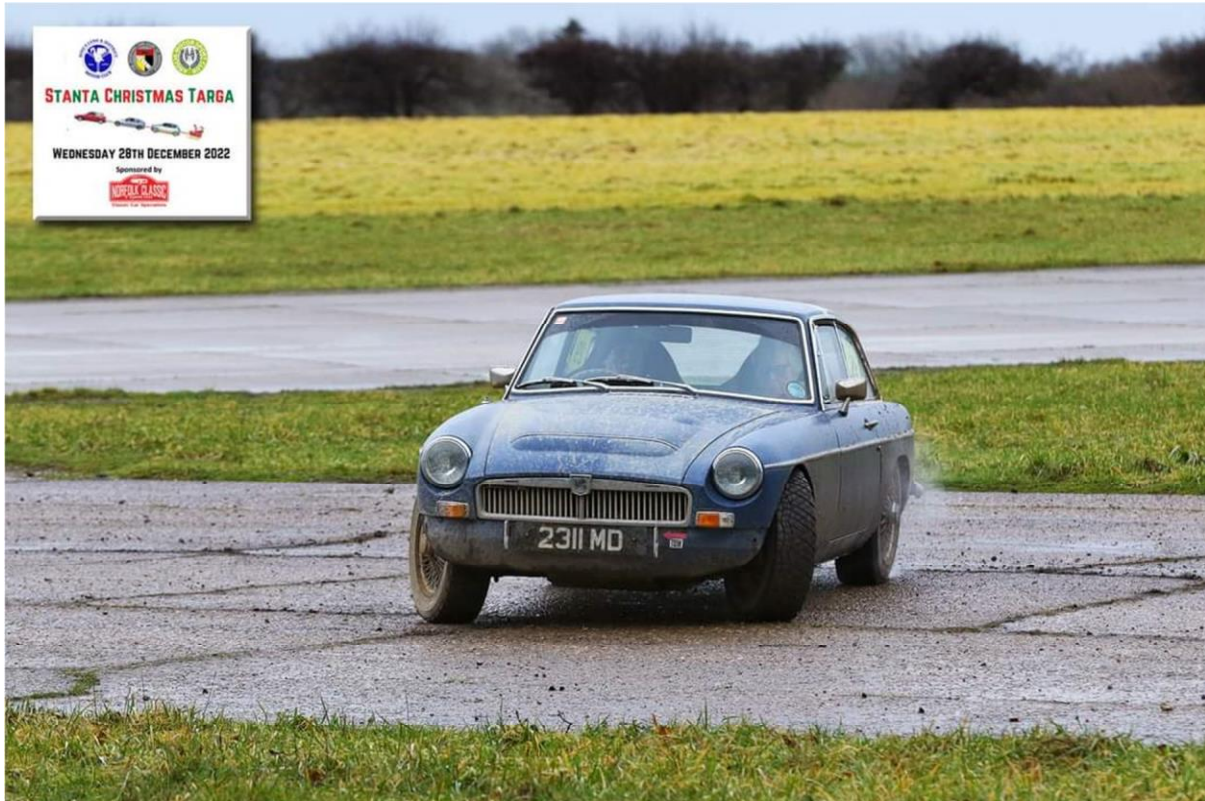
So ended a good day's entertainment, well organised, but I realised Targa events not my cup of tea, not just because I was too slow, but because of the Stop-Go nature of the events, so I'll be sticking to Historic Regularities where the action is non-stop all day. I did achieve what I wanted and now know what I have to do to improve my times; be braver, find wide open throttle, and put into practice what

I've learnt from the Bill Gwynne Rally School rather than falling into the trap of bad habits. After all that I expect we'll be having another go next year!

Finally, a big "Thank You" to Mark Banham, the Organising Team, and as always the army of marshals who made the whole event possible; a Happy and Healthy 2023 to everyone.

Ian & Gill Doble Car29

Thank you to Andy Manston for the photo.



Situations Vacant

The following positions are currently vacant on the management team. If you could consider being part of the team, you wouldn't be just dumped in the deep end you would be helped to get the best job done.

**AMSC delegate
Membership Secretary
Newsletter Editor**

For further details contact any or the management team by email or phone Martin Newson 01502 716280, or 07717 109472

Email cjnewson32@yahoo.co.uk

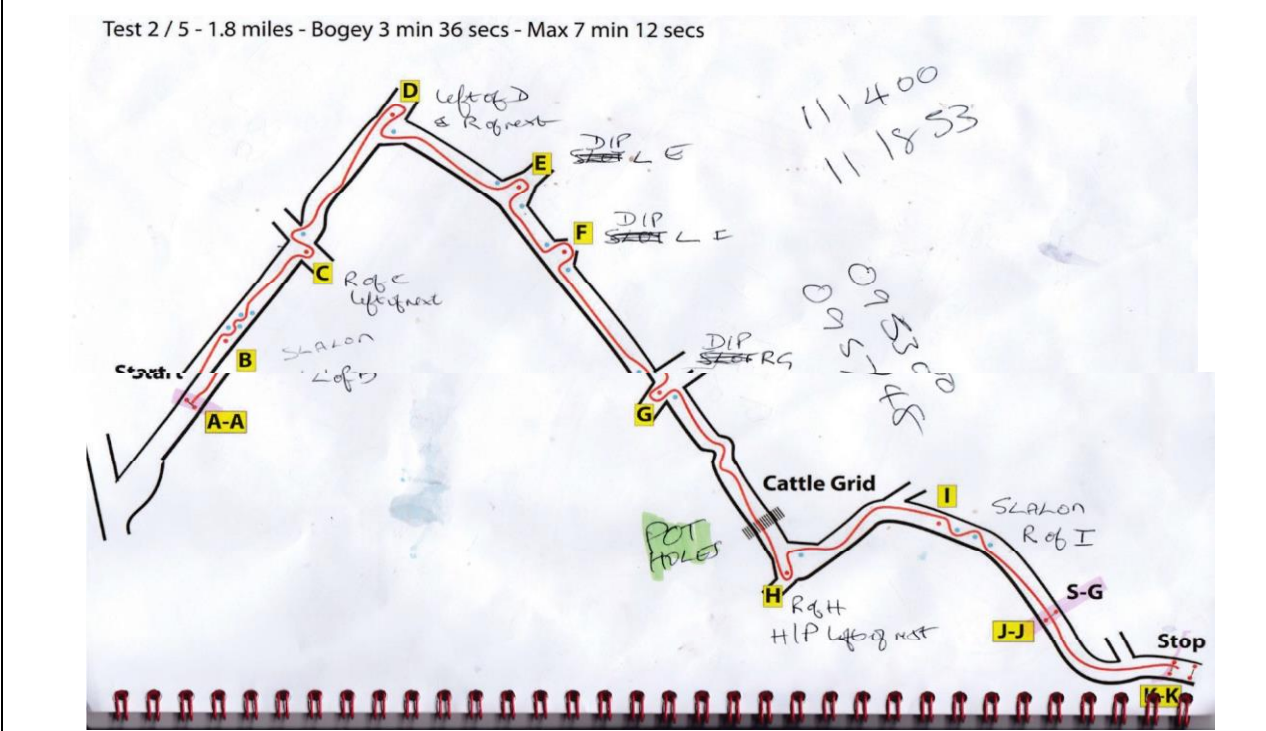
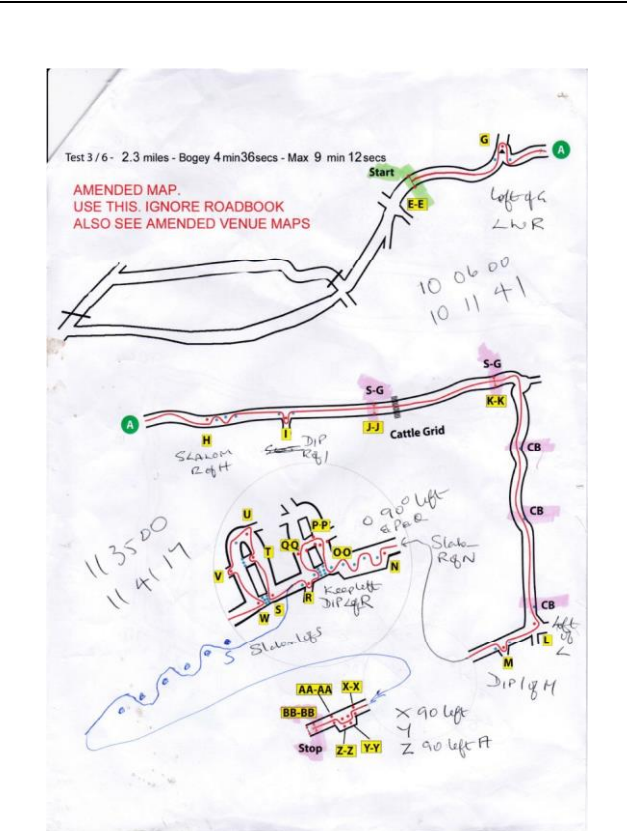
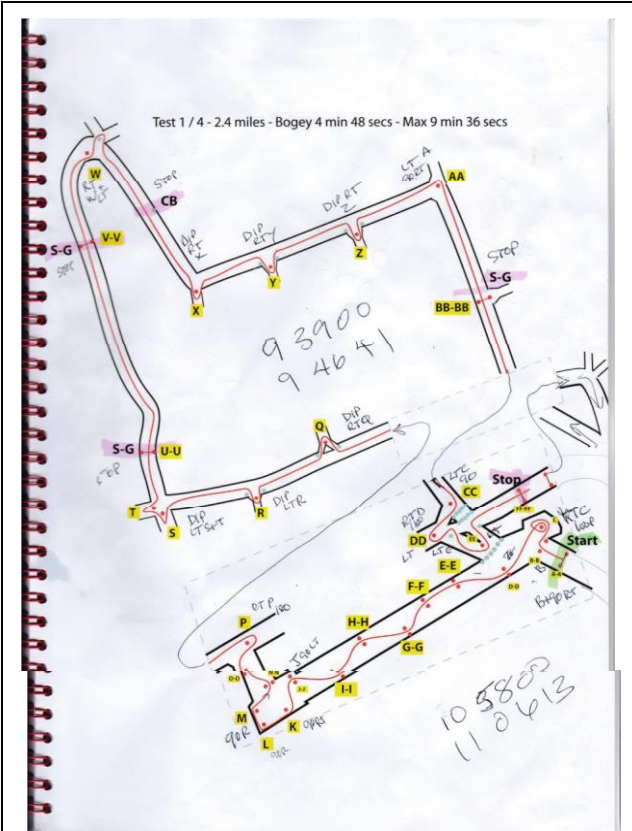
2023 BTRDA AutoSOLO



Provisional list of dates and venues

Date	Club	Venue
12-Mar	Devizes & DMC	Kemble
16-Apr	Bath MC	Kemble
23-Apr	Boundless by CSMA NW	Lymm
30-Apr	Oxford MC	Finmere
14-May	Clwyd Vale MC	Ruthin Market
21-May	Bristol MC	Wroughton
21-May	Boundless by CSMA NW	Lymm
3 June (Sat)	Loughborough CC	Coventry
10 June (Sat)	Dolphin CAR-rnival	Abingdon
18-Jun	Boundless by CSMA NW	Lymm
16-Jul	EMCOS	Aston Down
6-Aug	Bath MC	Kemble
13-Aug	Boundless by CSMA NW	Lymm
20-Aug	Basingstoke MC /Dolphin MC	Thruxton
3-Sep	Devizes & DMC	Kemble
10-Sep	Bristol MC	Wroughton
01-Oct	Oxford MC	Finmere
01-Oct	Clwyd Vale MC	Ruthin Market
15-Oct	Sixty & Worcestershire MC	tba
22-Oct	Knutsford & DMC	Booths Hall
10-Dec	Bolton le Moors	Three Sisters

Stanta Christmas Targa 2022





Stanta Christmas Targa 2022

A few words of wisdom from the winner of the 2022 Stanta Rally

What more can I say..... David Smalley 1st O/A 1st in Class.

[Mathew Smalley](#) was spot on all day as usual.

The little Corsa preformed as expected

Thank you to [Chris Woolley](#) and [Jamie Woolley](#) for keeping us honest all day.

It came down to 15 seconds in the end, one penalty.....

[Mark Banham](#) and your team put together one of the best events of 2022.

Thank you to all of the [Rally Marshals in East Anglia](#), what a terrible day to stand out in the cold and rain. Thank you to all involved, finally got my 1st Targa win after trying on and off for the last 10 years.

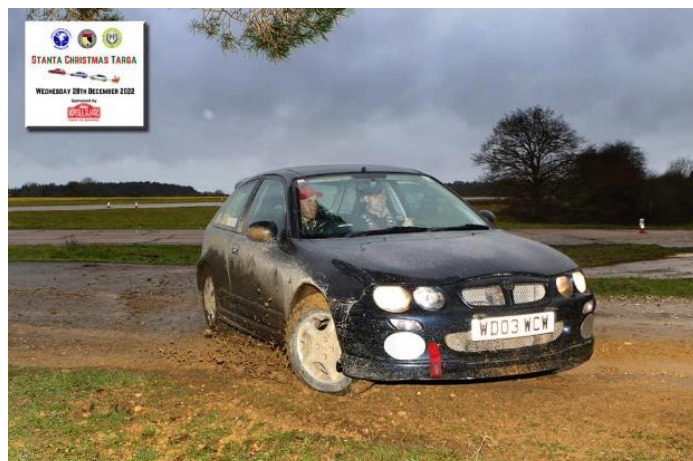




I said Tony Hewitt would lose his marbles soon and it happened on the Stanta Targa, the last event for AMSC this year

Stanta Targa Rally, forgot how harsh on the car this event was. Another one completed in a completely standard road car and old tyres. A 3rd in Class Masters A trophy is as welcome as it was unexpected considering I picked up more than 2 minutes in penalties (need to study my lefts and rights a bit more! 🤔😂). Well done [Shaun David Kemp](#) who was spot on on the maps and kept a straight face throughout. Only once he thought we were not going to make it, so not my standard first time passenger. 🙄👉

[#ThanksMarshal](#) for standing on horrible weather conditions for us to have fun. Vini Cruz



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in the deep end you would be helped to get the best job done.

AMSC delegate
Membership secretary

Stanta Targa Rally Results 2022

1	00:49:15	1	MB	8	David Smalley	Mathew Smalley	Kings Lynn DMC	Corsa
2	00:49:30	2	MB	5	Chris Woolley	Jamie Woolley	Borough 18 MC	BMW 318
3	00:50:44	3	MB	6	Mark Peterson	Jim Bowie	Chelmsford MC	MG Vauxhall ZR
4	00:51:39	1	EB	13	Jon Bray	Jack Matthews	Chelmsford MC	MG ZR160
5	00:52:25	4	MB	15	James Fewell	Alex Fewell	Chelmsford MC	Ford Puma
6	00:52:44	1	NB	19	Mike Thomas	Matt Thomas	Chelmsford MC	Peugeot 205
7	00:52:46	5	MB	10	Alan Coombs	Andy Bainbridge	Chelmsford MC	Renault Clio Williams
8	00:52:49	6	MB	1	Keith Lane	Martin Lane	Chelmsford MC	Ford Ka
9	00:52:59	7	MB	3	Adrian White	Ellen White	Chelmsford MC/SCCON	BMW 318Ti
10	00:53:08	1	MA	16	Steve Burles	Tilly Burles	Sevenoaks	Rover 25
11	00:53:20	1	EA	60	James Hall	Emily Chapman	SOCC	MG ZR
12	00:53:34	2	EB	7	Dave Taylor	Carly Taylor	SCCON	Proton Satria GTI
13	00:54:05	2	EA	27	Mark Redgate	Andrew Smith	WSMC	MG ZR
14	00:54:15	2	NB	45	Eddie Haynes	David Middleditch	Falcon Motor Club	Rover 25
15	00:54:24	3	EB	46	Luke Allen	Lewis Smith	Chelmsford MC	Citroen C2
16	00:54:27	4	EB	25	Neil Peterson	Will Brown	KLDMC	Ford Fiesta
17	00:54:30	8	MB	2	Bradley White	Gary White	Bath/Chelmsford MC	BMW 318Ti
18	00:54:41	5	EB	31	Graham Child	Kevin Ablitt	Chelmsford MC	BMW 318Ti
19	00:54:42	3	EA	28	Simon Hawken	Peter Riddle	SCCON	Nissan Micra
20	00:55:06	3	NB	41	Harry Wade	Danni Quadling	KLDMC	Mitsubishi Colt
21	00:55:21	9	MB	9	Tony Clements	Louise Clements	Chelmsford MC	Skoda Fabia VRS
22	00:55:29	2	MA	14	Jonathan Stimpson	Ian Graham	Chelmsford/Clitheroe And D	Peugeot 205 XS
23	00:55:59	6	EB	23	Steve Worf	Ken Worf	Chelmsford MC/Mid-Derbyshire MC	BMW 318 Ti
24	00:56:13	10	MB	47	Rob Kitchen	Neil Kerry	KLDMC	MGB GT
25	00:56:33	1	NA	58	Colin Mantle	Matthew Mantle	KLDMC / SCCON / WSMC	Peugeot 106

26	00:56:47	3	MA	17	Vini Cruz	Shaun Kemp	SCCON	Peugeot 106
27	00:56:57	7	EB	12	Jens Neumeister	David Tearl	BBAC	Volvo 740
28	00:57:23	4	NB	38	Robert Clifton	Julie Clifton	HRCR/Matlock/ SOCC	BMW Compact
29	00:58:00	5	NB	53	Dave Galbraith	Janette Galbraith	CDMC	Suzuki Swift
30	00:58:10	8	EB	49	Jeremy Crook	Colin Gould	Tavern MC	Ford Puma
31	00:58:34	2	NA	48	David Lewis	Allen Copeman	West Suffolk MC	Nissan Micra
32	00:58:46	3	NA	40	Robin Lines	Nigel Cook	SCCON/WSMC	Rover 214
33	00:59:03	4	NA	39	Simon Fudge	Alex McCreath	Chelmsford MC	Citroen Saxo
34	00:59:24	9	EB	44	Chris Rose	Amy Rose	Blackpalfrey MC	Ford Puma
35	01:00:24	6	NB	52	Mick Rose	Roger McKenzie	Borough 18 MC	Ford Puma
36	01:00:27	5	NA	33	Marc Sheffield	Thomas Brown	KLDMC	Rover 214
37	01:01:02	7	NB	54	Steve Jellie	Michelle Crouch	SCCON	Renault Clio
38	01:01:30	10	EB	37	Murray Macdonald	Iain Macdonald	Falcon MC	Volkswagen Golf Mk2
39	01:02:31	8	NB	42	Stephen Baldwin	Jordan Weavers	SCCON	Renault Clio
40	01:03:03	11	MB	34	Paul Webb	Samantha Pawsey	WSMC	Mazda MX5
41	01:03:22	12	MB	29	Ian Doble	Gill Doble	SCCON	MG C GT
42	01:03:35	13	MB	55	Patrick Kane	Philip Wylie	Chelmsford MC	Mazda MX5
43	01:05:05	14	MB	35	Kevin Lockwood	Mason Lockwood	WSMC	Mazda MX5
44	01:07:37	11	EB	32	Vince Hawtree	Luis Gutierrez- Diaz	Chelmsford MC	Mazda MX-5
45	01:07:45	9	NB	59	Mick Beauchamp	Gill Beauchamp	KLDMC	Ford Focus ST
46	01:10:25	15	MB	21	Bryan Cherrett	Jack Cherrett	FDMC	Citroen C2

Snetterton Stages on 11th February

Snetterton Stages on 11th February. More marshals would be appreciated for the event and set-up on the Friday. An MSUK stage marshal rally licence is preferred but I am sure organisers would soon find a job for anyone who does not have one. This is a big event in the area so let us do all we can to support it and the sponsors G & B Finch, Rix Engineering and MASS Racing.
<https://snettertonstagerally.co.uk>

ANGLIAN MOTOR SPORT CLUB WINS MOTORSPORT UK'S CLUB OF THE YEAR AWARD

West Suffolk Motor Club and Sporting Car Club of Norfolk congratulate Anglia Motor Sport Club on receiving the Motorsport UK's Club of the Year Award for 2022! In its 30th year, Motorsport UK's Club of the Year Award celebrates the fantastic activity that Motorsport UK's member clubs put on over the course of each calendar year, and the promotion of opportunities by a club to compete, volunteer and socialise as part of the UK's vibrant motorsport community. The AMSC have been at the forefront of a push for greater inclusivity and accessibility within grassroots motorsport through their Better Together initiative. Launched in 2021 and formed of presentation evenings, social media campaigns and a code of conduct for participants, the initiative has had a marked difference. Formed in 2012, the AMSC were among the first approved clubs to sign up to Motorsport UK's StreetCar campaign under the backdrop of their mission statement – to help improve the grassroots motorsport scene in

East Anglia, with a focus on uniting and promoting positive collaboration between the 12 principal motor clubs in the region. This includes the adoption of the Better Together logo by member clubs, an active drive to improve inclusivity by individual event organisers through feedback and better reporting mechanisms, to the provision of female toilets at events and a more inclusive structure to awards. Quote from Anglia Motor Sport Club “We’re honoured to receive this award as it recognises the innovative work in East Anglia that we are so proud of. Anglia Motor Sport Club was established in 2013 to combat the challenges faced in grassroots motorsport. The Club has enabled us to develop new approaches and initiatives to break down barriers. It’s a long and continuous journey, but a rewarding one that so many members have contributed towards. This award has fuelled our determination to continue developing motorsport and to secure its long-term future. Let’s make motorsport accessible to all.” AMSC Club Team The AMSC also ran 17 events as part of Motorsport Month Anglia, attended over ten local community events over the course of the year and have pioneered new channels and content on their social media platforms, including engagement with campaigns such as International Women’s Day, Armed Forces Day and British Motorsport Day. AMSC was also one of the first seven clubs to sign up to StreetCar, committing to the promotion and growth of the 12 disciplines at a grassroots level of the sport.

Hugh Chambers, Motorsport UK Chief Executive Officer, said: “I would like to congratulate Anglia Motor Sport Club on being named as our Club of the Year. “Their work to expand their audience, engage with the community and be a positive promoter for greater inclusivity and accessibility to the sport at a grassroots level is commendable. It’s a fantastic example of how, at a local level, each of our member clubs can be a real force for positive change. In what is a landmark year for this award, with its 30th running, they are a fitting winner.”

Stanta Christmas Targa 2023 From a Marshals Point of View

For those of you who were recovering from stuffing yourselves with Turkey & Christmas Pud, suffering from colds/flu/gout, or watching TV especially the old "Carry on" films starring the Howard Joynt, look-alike, actor, the rest of us were out in the fresh air setting up the tests for the above event, as was the real Howard Joynt, complete with a Micra so we would recognise him.!

The first day was cold but dry, so we hoped the day of the event would be the same. Tapes & arrows were put in place & various cones placed along the route so as to slow the vehicles down, as the tests were really fast.

Well, that night it rained & everything changed. The tests were very slippery & vehicles got stuck. Luckily our test, 2, seemed to be ok, but we had some really good marshals out there.

The Chief Marshal was Dave Saint, duly toured the tests, declaring them open, much like a VIP opening a new road/shopping centre. We were honoured by his presence on more than one occasion!!

SCCoN had some notable entries:-

Simon Hawken/Peter Riddle 19th O/A.

Jonathan Stimpson/IanGraham 22nd O/A.

Rob Kitchen (who I must thank for paying for all the marshals' breakfasts)

/ Neil Kerry (KLDMC) 24thO/A.

Family Mantle 25th O/A

Vini Cruz/Shawn Kemp 26th O/A

Robin Lines/Nij Cook 32nd O/A

Steve Jellie/Michelle Crouch 37th O/A

Stephen Baldwin/Jordan Weavers 39th O/A

and lastly:-

Family Doble 41st O/A

It would be very nice if these members would come along to club night.!!

There were some interesting retirements. Joe Philpott/Colin Brand hit a tree, but were OK, but the test was stopped while the medics and recovery went in.

Chris Long/Trevor Suckling somehow lost their sump-guard. How did that happen? Your guess is as good as mine, but they were in a French Car!!

Lastly a very good friend , Henry Hardiment and his Grandson Angus Adams, who were in a classic Austin Cooper S (no less) retired on Test 4 having got themselves stuck, beached and required a tow out. Henry decided enough was enough and did not wish to damage what is a valuable car.

Top three entries/results/finishers were;

Family Smalley 1st O/A .; Family Woolley 2nd O/A ; Mark Peterson/Jim Bowie (who is Chairman of Chelmsford MC)

Mark Banham did a great job as Cleck of the Course

Dave Bell was in his usual role of "headmaster"

Clive Grounds was the radio controller and a mighty good job he did. I am not the only person who noticed that.

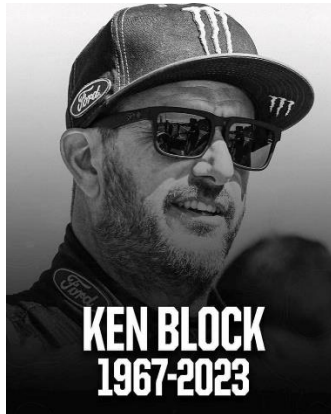
The event only lost one test, caused by a vehicle getting stuck and being very difficult to recover in the time allowed.

A Happy New Year to you all, and, as a friend in Belgium said to me let's hope it is a better one than the previous year.

BBC Sports Personality of the Year 2022

I watched the latter part of last year's BBC Sports personality of the year and was disappointed that Paddy Hopkirk wasn't included in their listing of sporting people who had died during the past year. Similarly in previous years, multiple RAC Rally winners Timo Makinen and HannuMikkola weren't mentioned in the years they died. This is an indication that rallying has become largely hidden from view as far as the general public is concerned. All rather different from 1995 when Colin McRae won the World Rally Championship for Drivers and was a finalist on BBC's SPOTY programme. Surely top rally drivers demonstrate far more skill, courage and commitment than the players in a curling match! I suspect that the current lack of coverage of rallying is partly because Britain no longer has a top rally personality and WRC cars now look so far removed from everyday cars that most people can't relate to them. I've never understood why they need such sophisticated aerodynamics. It seems to me that its greatest function is to ensure that if a driver does 'go off' he'll hit the scenery at a higher speed.

Peter Riddle



On January 2, 2023 at approximately 2:00 p.m., the Wasatch County 911 Center received a call reporting a snowmobile accident in the Mill Hollow area.

Search and Rescue, along with law enforcement from Wasatch County Sheriff's Office, Utah State Parks and the U.S. Forest Service responded.

The driver, Kenneth Block, 55-year-old male out of Park City, Utah, was riding a snowmobile on a steep slope when the snowmobile upended, landing on top of him. He was pronounced deceased at the scene from injuries sustained in the accident.

Mr. Block was riding with a group but was alone when the accident occurred.

The State Medical Examiner's Office will determine the official cause of death.

We are saddened to hear of the loss of Kenneth and our hearts are with his family and friends so deeply affected.

We thank all of our first responders for their continued service.