



**We will start with a question this month  
Name the event and the driver**

## **Spotlight the SCCON Newsletter**

**FEBRUARY 2023**



## Who will be the new BTRDA Asphalt Historic Cup champion?



A brand new BTRDA Asphalt Historic Cup will form a big part of this year's Protyre BTRDA Asphalt Rally Championship in association with *Motorsport News* - which will ultimately crown a new overall Historic Asphalt Champion.

With the popularity of Historic rallying growing fast in the UK, and a huge variety of cars now competing, the UK's premier asphalt rally championship has significantly increased the number of Historic classes – from H1-H3 in 2022 to H1-H16 in 2023.

Giving Historic rally car competitors a proper asphalt challenge is one of the long-term aims of the series promoters, and in 2023 – which is the 40th anniversary of the Asphalt Championship – the first major steps towards this goal have begun.

The Historic classes will welcome cars from Categories 1 to 4b (MSUK Bluebook) and from the FIA European Historic Sporting Rally Championship Regulations. Full class details and structure have been published in the 2023 Protyre BTRDA Asphalt Rally Championship Regulations, which can be found at [asphaltrallying.com](https://www.asphaltrallying.com).

Furthermore, the Championship promoters are working closely with the individual event organisers to ensure that Historic cars are well catered for. For example, the Historic cars will run first on the road at the Down Rally – an event which uses one of Northern Ireland's most famous stages, Hamilton's Folly.

"Expanding the Historic section of the Protyre BTRDA Asphalt Rally Championship is something that we have spoken to a lot of competitors about, and the feedback is overwhelmingly in support of putting together a more attractive Historic package – hence the creation of the BTRDA Asphalt Historic Cup," says Protyre BTRDA Asphalt Rally Championship Co-ordinator Paul Morris.

"Historic rallying is extremely popular in the forests and now there is an equally interesting and challenging asphalt option, which includes some great closed road events. It's an idea that we want to develop with competitors – and whilst we want this first year to be successful, we acknowledge that it may take a year or two to fine-tune the concept before it fulfils its full potential.

"I'd say to competitors with Historic spec cars who are thinking about asphalt rallying to come and give the Protyre BTRDA Asphalt Rally Championship a go and help us develop the Historic section of the series."

## Some things just make you smile

A rich young woman sat beside a poor elderly man on a plane. Upon taking her seat, she alerted the flight attendant. The flight attendant answered and, when the woman abruptly said, "Please find me another seat immediately" the flight attendant responded, "I'm sorry Ma'am, but the economy cabin on this flight is fully booked."

The rich woman replied, "But I'm not going to travel beside such a worthless bum. You must do something." While the elderly man stared in disbelief, the flight attendant responded, "I'll talk to the Captain about this."

The flight attendant went to the Captain and asked, "Captain, a woman feels uncomfortable sitting beside a poor elderly man. What should we do?"

Surprisingly, the Captain's face changed. He looked amused and said, "This woman is interesting. I've never encountered an issue like this before. I have a plan. Listen..."

And the Captain relayed to the flight attendant what he wanted to do. The flight attendant was stunned at his plan. In fact, she was amazed.

A few minutes later, the flight attendant returned. "The Captain said we could use an available seat in First Class. He also wants to apologize for your having to travel with such a terrible person."

As the woman rose out of her seat, the flight attendant reached out her arm towards the poor elderly man. "Sir will you please follow me?" to which all the other passengers applauded.

Never look down on other people. We are all equal in God's sight. Regardless of what you have achieved in life, stay humble. Keep your feet on the ground. The bad news is time flies. The good news is that you're the pilot.

## Learn the signs of someone having a stroke

**A stroke is a serious and life-threatening medical condition that occurs when the blood supply to part of the brain is interrupted.**

**Strokes are a medical emergency and urgent treatment is essential. The sooner a person receives treatment for a stroke, the likelihood of permanent damage will be reduced and the patient's recovery will be improved.**

**If you suspect that you or someone else is having a stroke, phone 999 immediately and ask for an ambulance. Or, if you have transport available, take the sufferer straight to the nearest hospital A & E Department.**

### RECOGNISING A STROKE

**Symptoms of a stroke - the main symptoms of stroke can be remembered with the word FAST:**

- **FACE** – the face may have dropped on one side, the person may not be able to smile, or their mouth or eye may have dropped. Ask the patient to stick their tongue straight out. If it is crooked or over to one side, that can be an indication of a stroke.
- **ARMS** – the person with suspected stroke may not be able to lift both arms and keep them up because of weakness or numbness in one arm.
- **SPEECH** – their speech may be slurred or garbled, or the person may not be able to talk at all despite appearing to be awake; they may also be confused or have problems understanding what you're saying to them.
- **TIME** – it's time to dial 999 immediately if you see any of these signs or symptoms.

**If the patient only displays some of these symptoms or if you're uncertain - take action anyway. You could save someone's life.**



**Vini Cruz and Morgan Sparrow  
Landing in the pits at Brands Hatch after low flying the jump!**

### **AMSC events over the next 2 months**

11-Feb-2023	Snetterton Stages	Snetterton	AMSC - Anglia Motor Sport Club	Stage Rally
24-Feb-2023	February Fling 12 Car		CMC - Chelmsford Motor Club	12 Car Rally
24-Feb-2023	Options Glazing 12 Car	Norfolk	SCCON - Sporting Car Club of Norfolk	12 Car Rally
26-Feb-2023	Holbecks Trial	Holbecks Park, Hadleigh	WSMC - West Suffolk Motor Club	Production Car Trial
4-Mar-2023	75th Anniversary Trial	Cotswolds	FMC - Falcon Motor Club	Production Car Trial
12-Mar-2023	Roger Holmes Trial	Harlton-Cambridgeshire	CCC - Cambridge Car Club	Production Car Trial
19-Mar-2023	Javalin Jumbo Targa	Wattisham	CMC - Chelmsford Motor Club	Targa
24-Mar-2023	March Hare 12 Car		CMC - Chelmsford Motor Club	12 Car Rally
24-Mar-2023	Fresh Motors 12 Car	Norfolk	SCCON - Sporting Car Club of Norfolk	12 Car Rally
26-Mar-2023	Debden Autosolo	Debden Airfield	MCAC - Middlesex County Auto Club	Autosolo/Autotest/PCA
31-Mar-2023	Interclub Quiz	Horringer	WSMC - West Suffolk Motor Club	

### **Snetterton Stages Rally - Saturday 11th February 2023**

Fancy getting involved in this year's Snetterton Stages Rally. Entry for spectators is £17 on-line or £20 on the gate. (£10 and £12 for under 15s and it's £15 on the gate for OAPs. So why not sign-up to marshal and see the action for free.

To find out more, please visit: <https://snettertonstagerally.co.uk/marshals>

# **Sporting Car Club of Norfolk Limited**

## **Annual General Meeting**

**The White Horse PH, Trowse Norwich**

**Thursday 16<sup>th</sup> February 2023. Commencing at 8:00pm**

### **AGENDA**

- 1 Welcome and introduction
- 2 Apologies for absence
- 3 Minutes of the Annual General Meeting of the 25th November 2021
- 4 Chairman's Report
- 5 Competition Secretary's Report
- 6 Treasurer's Financial Report
- 7 The re-election of the Club's Vice Presidents.
- 8 Election of the Members of the Council of Management.

### **ANY OTHER BUSINESS**

1 Should the Sporting Car Club of Norfolk continue to be a member of the following Regional Associations? AEMC, ACSMC, ANEMMC, EMAMC

2 Adoption of Club Membership Rules.

If Members wish to raise an item under any other business it must be put in writing or emailed (dleckie296@gmail.com) to David Leckie Company Secretary by no later than 9th February 2023

David Leckie.

Company Secretary

Sporting Car Club of Norfolk Limited

296 Holt Road

Horsford

Norfolk NR10 3EG

## **Chelmsford Motor Club's Preston Rally - A bit of SCCON history in this event**

After moving to Norfolk in 1988, I started taking part in SCCON activities from late 1992 onwards. At the club's Christmas meeting every year there was always a lot of talk about the recent 'Preston Rally' held in some of the worst wintry weather in Norfolk and Suffolk with ice and/or snow and patches of thick mist and fog being the norm. And SCCON crews were achieving top ten placings. Damian Conway / Simon Tebbutt had a great run of results in their Citroen AX GT finishing 4th in 1994, 9th in 1995 and 5th in 1997. In 1996 Mike Lambert achieved 10th in his Avenger, navigated by the late Chris More on a thinly supported Preston with only 34 starters. Damian and Simon retired that year with a broken rear damper while Mike finished a long way ahead of Owen Turner who had competed on his first Preston Rally in his Hillman Imp. Owen would go on to greater things on future Prestons. David Leckie came 25th that year (and last classified finisher) in his strong-but-slow yellow Lada. In 1997 David guided Mike Lambert to another good result when they finished 13th, once again in Mike's blue Avenger.

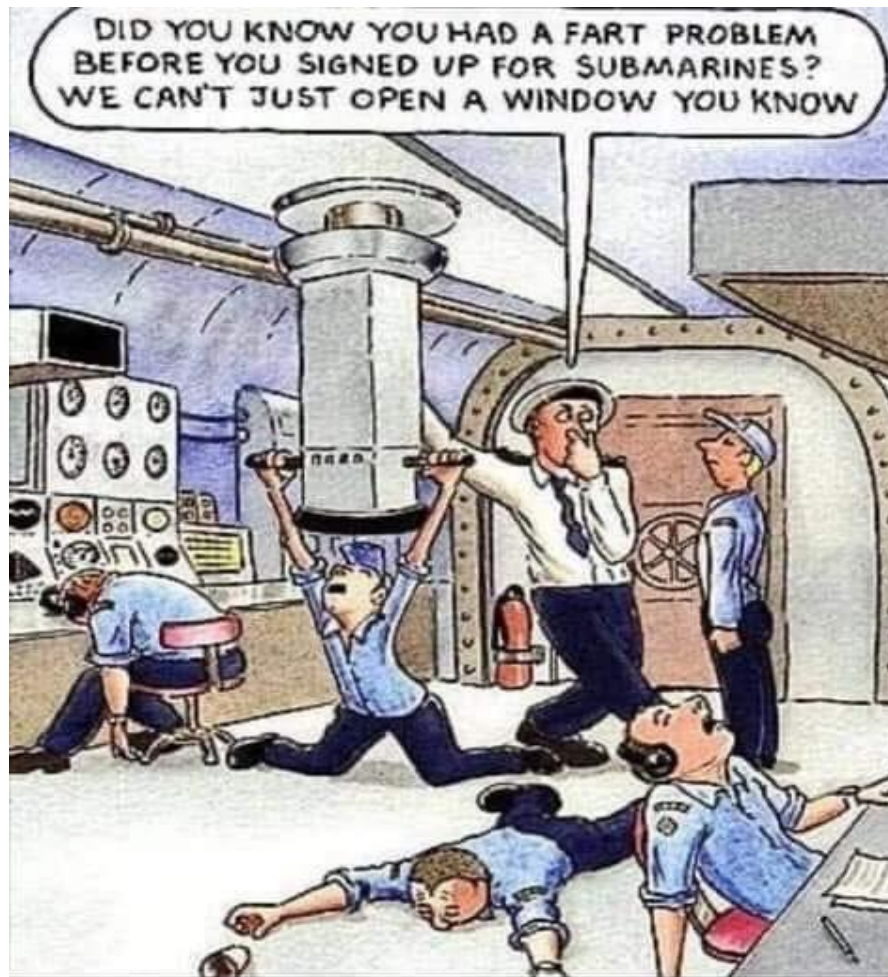
I became a Preston regular, usually marshalling at one or two points and spectating somewhere else. In 2000 I was impressed by Chris More and Simon Tebbutt's performance in claiming 8th overall in Chris's Peugeot 205 GTi 1.6 on an extremely rough and muddy event, though they had conceded 30 minutes to Owen Turner's Imp in 6th place. On one event I was observing a 'Stop at Give Way' junction where there was about 30 yards of sheet ice before the junction and none of the first half dozen cars managed to stop before the line, with some of them ending up in the field opposite. I decided to change my role and went back up the road to slow all the following cars before they got to the icy patch.

After that I fulfilled my marshalling role nearly every year, but for the decade from 2001 until 2010 there were very few SCCON entries on the Preston. In 2004 I navigated for David Leckie in his Nova SR but we retired early in the event with our engine only running on three cylinders due to a broken rocker arm. Brian and Ben Marquis upheld SCCON honour in 2006 achieving 32nd overall out of 62 starters in their 1100cc Peugeot 106 followed by an excellent 12th overall (out of 54) in the same car the following year. It was good to see Brian rallying another 106 on last year's Snetterton Stages Rally.

The 2010's saw a terrific run of results by SCCON's Rob Kitchen in a variety of cars: Peugeot 205, Rover 200 and MG ZR. Though Rob ran as a Kings Lynn and District member until 2014. Rob entered 'The Preston' in all of those years except 2013 and finished 32nd, 11th, 11th, 7th, 3rd, 7th, 2nd and 5th with only one retirement in 2019. He is definitely SCCON's king of the One and Only Preston Road Rally.

Like Rob I've finished seven out of my last eight attempts at 'The Preston' though not in such high positions. I started in 2008 in a Nova SR that I'd bought from Bryan Tooke for a low price because it had a very noisy gearbox, no front seats and no rear brakes. After fitting a replacement gearbox and the addition of sump-guard, roll cage, full harness belts and spot-lamps, Daniel Key and I finished 17th, nearly an hour behind Owen Turner. As the only six-times-winner of the Preston, I'm using Owen as a yardstick of my own performance. By 2014, I'd improved to 38 minutes behind Owen, then 29 minutes in 2017 and 2020 and 'only' 15 minutes behind him in 2021 when I got my best ever result. In 2022, I changed from Vauxhalls to an MG ZR, resulting in a deficit of just 11 minutes. How much closer can I get to Owen in December 2023?

Peter Riddle, January 2023



## **Five classic car shows you can visit in Norfolk in 2023**

There's always something going on in Norfolk in the summertime and this year is no different. If you fancy popping along to a classic car show or simply looking for a fun day out with the family, there is sure to be something for everyone in 2023.

### **1. Norfolk Display at the Sandringham Pageant of Motoring**

Where: Sandringham Estate, Norfolk

When: Sunday 28th May 10am-4pm

Price: single-day ticket £15, on-the-day ticket £20, classic car ticket £5

[www.sandringhammotoringpageant.co.uk](http://www.sandringhammotoringpageant.co.uk)

The Rolls-Royce of car shows, previous years have seen the royal estate at Sandringham host over 1500 vintage, classic and retro cars. There will also be a large variety of trade stands, a vintage market, culinary delights, best-dressed awards, and a vintage fun fair.



## **2. HSCC Snetterton**

Where: Snetterton Circuit, Norfolk, NR16 2JU

When: Sat/Sun 22-23rd April

Price: TBD

As the premier organiser of historic motor racing in the UK, HSCC at Snetterton is the perfect place to see classic cars from the 70s in action.

## **3. Old Buckenham Airshow**

Where: Old Buckenham Airfield, Abbey Road, Old Buckenham, NR17 1PU

When: Sat/Sun 29-30th July

Price: General admission £32.50, children (12-16) £16.25, children under 12 free

[www.oldbuckenhamairshow.com](http://www.oldbuckenhamairshow.com)

A family favourite and a great day out, Old Buckenham Airshow will return in 2023 after much public demand. Showcasing not only historic aircraft, the classic car display is a must for all petrolheads.

## **4. Marham Village Car Show**

Where: Coronation Playing Field, Marham Village, PE33 9HP

When: Sunday 11th June

Price: £1 per car

Sponsored by Adrian Flux, the Marham Village Car Show has more than just its village charm to show. Previous years' shows have seen American classic and muscle cars, Italian sportsters and much more.

## **5. Classics on the Green 2023**

Where: Great Massingham, King's Lynn, Norfolk

When: June-September

Price: £5 per vehicle

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

Regularly hosting classic car meets across the summer, Classics on the Green has everything from DeLoreans to VW camper vans. Visit their Instagram page to check out their many offerings and event dates.



**CORBEAU**  
SEATS RALLY  
TENDRING & CLACTON  
22<sup>ND</sup> & 23<sup>RD</sup> APRIL 2023



**Marshals and radio crews are needed to assist in the running of this event.**

All signed on marshals will receive a memento and be entered into a prize draw for a number of significant cash awards.

The event will run a Seafront stage in Clacton twice on Saturday evening, followed by three loops of four stages on Sunday. The Sunday stages are similar in location to last year, but new sections of road have been incorporated on most stages and the loops runs in the reverse order to last year.

To join us, marshal registration is being handled via the Rally Stage Team web site at [www.rallystageteam.co.uk](http://www.rallystageteam.co.uk). The rally's web site at <https://corbeauseatsrally.co.uk/> contains a marshal's page with details of how to register with Rally Stage Team for those who are unfamiliar.

When registering, you are asked to select a preferred stage, if you have no preference then you can choose 'Any Stage on Sunday' and we will allocate you to a stage where resources are most needed. The stages and stage commanders are:

Saturday:	Clacton Sea Front (SS 1/2)	Stage Commander: Jon Cordery
Sunday:	Bacons End (SS 3/7/11)	Stage Commander: Simon Marks
	Park Farm (SS 4/8/12)	Stage Commander: Ian Evans
	Burnt Heath (SS 5/9/13)	Stage Commander: Graham Frary
	Bradfield (SS 6/10/14)	Stage Commander: Paul Rees
	Any Stage on Sunday (SS 3-14)	

*John Davie - Chief Marshal, Corbeau Seats Rally Tendring and Clacton 2023*  
*email: [marshal@corbeauseatsRally.co.uk](mailto:marshal@corbeauseatsRally.co.uk)*

If you are unable to, or have difficulty with, the Rally Stage Team system, then just contact me and I will sort it out for you. All I'll need is your name(s), address, MSUK License number and a phone number to do the registration for you.

**Many thanks, John Davie, Chief Marshal 01525 - 405521 or 07894 - 642854**

Here is a brief breakdown of events during the set-up for the trial at Lyng.

### **Lyng Trial Set-Up 2023**

**Wednesday 11th Jan at Snetterton**

**Martin & Howard - checked the Micras and got them all started.**

**Friday 13th Jan at Watton**

**M & H - Collected Martin's trailer for M to take to Snetterton.**

**Loaded a Micra onto Howard's recovery truck, which he took with his trailer to Snetterton.**

**9-00am-ish at Snetterton - Martin & Howard plus Willy, Donny and Bryan Tooke - started the Micras and loaded 4 of them onto trailers.**

**Travelled in convoy via the A11 to Lyng. Bryan played tail-end-Charlie (saw a bus with smoke coming from the rear stopped in a lay-by).**

**On reaching Lyng, M, H & B, W & D unloaded all their Micras into the paddock field.**

**Bacon rolls were found in a local shop / tea room - got to keep the staff fed and watered.**

**W & D returned to Snetterton to collect 2 more Micras.**

**Peter R arrived late morning and proceeded to clear scrub, brambles and overhanging branches from 2 of the test areas.**

**He continued until it started to get dark.**

**M & B returned to Watton (getting there eventually despite not knowing the best way to go)**

**Howard got there quicker!**

**M unloaded equipment from his car into the SCCON trailer then went home.**

**H & B loaded a Micra onto his truck and attached the SCCON trailer.**

**H & B returned to Lyng and unloaded the SCCON trailer and the Micra.**

**Saturday 14th Jan at Lyng**

**Lots of people turned up and set up some of the tests.**

**Then it rained and it became impossible to brake and steer a car safely down the grass hill when returning from the main hill area towards the paddock. One car got stuck in the mud up against the fence and was only un-stuck by some very skilled driving.**

**The entrance to the paddock field was getting muddy and slippery after relatively few cars had gone in and out.**

**The weather forecast for Sunday morning was for more rain so the decision was taken to cancel the event.**

**E-mails were sent to all entrants and marshals and the cancellation was posted on SCCON's web-page and Facebook page.**

**Sunday 15th Jan 10-00am-ish at Lyng**

**David L, Percy, M & Christine, H, & B moved all the Micras out of the paddock field.**

**DL, B & P removed the stakes from the test areas.**

**Loaded Micras onto H's truck and M's trailer. Fitted H's trailer to DL's car and loaded a Micra onto it.**

**Took these 3 Micras back to Watton: H took one on his truck, B took one on M's trailer, DL took one on H's trailer.**

**M towed the SCCON trailer back to Watton.**

**DL & H returned to Lyng to get their second van and two trailers off the paddock field.**

**BUT..... the front-wheel-drive van (with its trailer attached) was stuck in the mud.**

**Monday 16th Jan at Lyng**

**W & D returned with a 4x4 to collect their stuck van and trailers and then took the remaining Micras back to Watton.**

**Phew!!!**

**What a shame the event couldn't run but huge thanks to the many who helped. Special mentions go to David L. for liaising with the Land-owner, the Norwich Vikings and Lyng Garage (the event sponsor), Howard for all his Micras, Percy for the documentation and to Christine for readying enough food to feed a small army.**



Photos by [Andy Manston](#) MG ZR Driven by Jon Bray  
It should be going straight down the hill not sideways

## Speed camera myths busted including flashing headlights, '10% rule' and obstructing vans

Upon seeing the bright yellow camera or parked-up vans, you might start to worry about how fast you have been traveling, or if your speedometer is slightly faulty.

However, what many people don't know is how speed cameras operate, and exactly how and why tickets are issued to motorists.

[The Daily Post reports](#) that a former North Wales Police officer and Go Safe Casualty Reduction Officer Gareth Thomas told them exactly how speed cameras work, the truth behind some of the most popular myths and claims and - and how you can avoid being caught speeding.

He said: "I decided after retiring that I wanted to make the roads as safe as they can be in this area. The aim of cameras is to reduce the number of people killed or seriously injured on our roads. Go Safe prefers to educate drivers rather than punish them with fines and penalty points."

Here, Gareth answers a series of questions that will hopefully prevent you being hit with a fine.

### **Is it true that speed vans have to be visible at all times?**

No. There are no laws about visibility, so there is nothing stopping an officer operating in the dark. But they don't often do this, and maintain that being visible acts as a deterrent in its own right.

Gareth, said: "Legally, we don't have to be visible. I could camouflage myself if I wanted to - but it's all about being fair, education and preventing an accident. Even if I parked my van and went for a walk somewhere, it would deter people speeding right away."

### **Can officers only catch motorists travelling in one direction?**

No. Any car that passes a Go Safe van is recorded on the officer's camera. So if you're exceeding the speed limit whether you're driving in the same or opposite direction to the van, you can expect a speeding ticket.

### **It is true that the 10% rule exists?**

Yes. You will not get a ticket provided your speed does not exceed the limit by more than 10%, plus 1mph on North Wales roads, Gareth says. So for example, travelling at 35mph or above in a 30mph zone will be recorded as a speeding offence.

However, Go Safe say thresholds vary and can change without notice. Officially, any speeding offence occurs at 1mph above the limit, but most forces will allow a variance.

### **Are officers a revenue collector for the Government?**

No. Gareth, explained: "We're not here to get figures or to make money. We're just here to catch the people who are speeding.

"If I get a day where I don't get any drivers speeding, then I know I've done my job. If I've been working an eight hour shift, I just hope at least one person that day has escaped injury or a crash has been avoided."

### **Can I get caught speeding more than once on the same day by the same camera?**

The current position with Go Safe is that if you are caught twice in 20 minutes, it will be treated as one offence. In theory, a driver with a previously clean licence could be caught several times on the same day - and as a result be at risk of disqualification under the totting-up system.

If you are caught speeding several times on the same journey and accept a fixed penalty for each, you could be at risk of a penalty points disqualification (totting-up). Gareth says it can happen more easily than you might think, for example where several speed cameras are placed on the same road or motorway.

However, where offences are deemed to have been committed "on the same occasion", the court has discretion to impose only the one set of points for two or more offences. Whether or not offences will be treated as committed on the same occasion is a matter for the court to decide. They need not have been committed simultaneously, but they must be linked in some way.

So if for example the offences were committed within a few minutes of each other, it may be possible to persuade the court to impose only one set of points. Every case will depend on its facts.

### **Is it illegal to obstruct a vans view of the road?**

Yes. Obstructing a Go Safe van's field of view during its operational duties is an offence and you can be prosecuted for it.

### **Do officers enforce anything other than speeding?**

Yes. Officers are there to make sure you are wearing a seatbelt and are not using your mobile phone behind the wheel. Anyone caught breaking these laws will be prosecuted. This is why you sometimes see a Go Safe speed van in an area where there are already permanent speed cameras.

### **Is it illegal to eat behind the wheel?**

No, it's not. However, if you get distracted while snacking behind the wheel, the police could prosecute you for careless driving. Gareth, said: "It is endorsable. I had one lady in view once and she was looking in the mirror and putting lipstick on.

"She was riding on the cats eyes in the centre of the road and veering. I recommended that she was prosecuted for driving without due care and attention."

### **Is it illegal to flash your headlights to alert motorists of a Go Safe speed van?**

If drivers choose to flash to warn others about a speed van, they could be in breach of the law. Under section 89 of the Police Act 1997 it is an offence to "wilfully obstruct a constable in the execution of his/her duty".

However, Gareth says while it is an offence, it is very difficult to prove. He said: "It doesn't bother me that people flash to warn them of the speed van - I just want to educate people and the van to act as a speed deterrent."

### **How long do Go Safe speed vans tend to stay at one particular spot?**

For technical reasons, a speed van will only remain in a certain spot for 90 minutes, Gareth said. During his average eight hour shift, he will normally visit three different spots across the region where he has been ordered to visit.

### **Who decides where Go Safe speed vans park up?**

Enforcement is usually carried out in certain areas for a number of reasons, including:

- Death or serious injury has occurred at the location.
- Speeds in the area have been recorded as significantly high.
- Speeding concerns have been raised by residents and those concerns have been corroborated by a traffic speed survey.
- Go Safe are supporting a police enforcement campaign

### **What happens if I am caught speeding?**

It all comes down to the circumstances within which you were caught speeding, and how much you were in excess of the limit. The minimum penalty for being caught speeding on the UK's roads is a £100 fine.

But Gareth explained in some circumstances, police can offer the option of attending a speed awareness course - an alternative to a fine and penalty points. Gareth, said: "An accredited course is far more likely to improve driver behaviour and consequently make our roads safer.

"Courses are available to drivers who respond quickly to the 'notices' and who were driving at no more than 10%, plus 9mph above the posted speed limit."

So for example, anyone travelling over 86mph on a motorway would not be offered the awareness course. Those who don't have a clean licence at the time of the offence, or if you have been on the course in the last three years, it is unlikely you will be offered the awareness course as an option.

# BRANDS HATCH

## 2023 EVENT CALENDAR

11/12 MARCH	BMCRC CLUB BIKE CHAMPIONSHIPS	14/15/16 JULY	HSCC LEGENDS OF BRANDS HATCH SUPERPRIX (GP ON 15/16 JULY)
25/26 MARCH	NG ROAD RACING CLUB BIKE CHAMPIONSHIPS	21/22/23 JULY	BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP (GP)
1/2 APRIL	PRE '66 CLASSIC SPORTS AND GT CAR WEEKEND	29/30 JULY	NO LIMITS CLUB BIKE CHAMPIONSHIPS (GP)
8/9 APRIL	BRITISH TRUCK RACING CHAMPIONSHIP	6 AUGUST	MINI FESTIVAL
15/16 APRIL	BRSCC CLUB CAR CHAMPIONSHIPS	13 AUGUST	FESTIVAL ITALIA
22/23 APRIL	BRITISH ENDURANCE CHAMPIONSHIP AND CLASSIC TOURING CARS	19/20 AUGUST	BRSCC CLUB CAR CHAMPIONSHIPS
29/30 APRIL	GT CUP CHAMPIONSHIP (GP)	26 AUGUST	750 MOTOR CLUB CAR CHAMPIONSHIPS
6/7 MAY	KWIK FIT BRITISH TOURING CAR CHAMPIONSHIP	3 SEPTEMBER	FESTIVAL OF PORSCHE
13/14 MAY	GT WORLD CHALLENGE EUROPE (GP)	9/10 SEPTEMBER	BRITISH GT AND GB3 CHAMPIONSHIPS (GP)
20/21 MAY	750 MOTOR CLUB CAR CHAMPIONSHIPS	16 SEPTEMBER	MSVR CLUB CAR CHAMPIONSHIPS
27/28 MAY	MASTERS HISTORIC FESTIVAL (GP)	17 SEPTEMBER	FORD POWER LIVE
3 JUNE	CSCC CLASSIC SPORTS CAR SERIES	24 SEPTEMBER	GO JAPAN!
4 JUNE	BRANDS BRITANNIA (CSCC)	30 SEP/1 OCT	BMCRC CLUB BIKE CHAMPIONSHIPS
10 JUNE	TIME ATTACK	7/8 OCTOBER	KWIK FIT BRITISH TOURING CAR CHAMPIONSHIP (GP)
11 JUNE	TUNERFEST SOUTH	13/14/15 OCTOBER	BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP (GP)
17/18 JUNE	AMERICAN SPEEDFEST 10	21/22 OCTOBER	FORMULA FORD FESTIVAL - FEATURING TCR UK
24/25 JUNE	FERRARI CHALLENGE UK (GP ON 25 JUNE)	28 OCTOBER	MSVR CLUB CAR CHAMPIONSHIPS
1/2 JULY	SUPER TOURING POWER (GP ON 1 JULY)	29 OCTOBER	ENDUROKA INDY 500
8 JULY	BERNIE'S V8S AND HISTORIC OUTLAWS (GP)	4/5 NOVEMBER	BRITISH TRUCK RACING AND FIREWORKS



CHILDREN UNDER 13  
GO FREE TO ALL EVENTS

[WWW.BRANDSHATCH.CO.UK](http://WWW.BRANDSHATCH.CO.UK)

*\*Please note all dates are provisional and subject to change*



BrandsHatch

# The '01328' Coronation Car Rally

Join us on this special Fakenham Car Rally on Sunday 7<sup>th</sup> May

Fakenham Auto Club and Fakenham Town Council are organising this '01328' Rally, covering the telephone area code for that part of Norfolk.

We start at The Gallow at The Racecourse with tea and coffee and bacon butties and pastries, drive 50 scenic miles to a finish in The Market Place in Fakenham, where we have the square to ourselves and lunch if you wish in The Crown or The Red Lion.

Put this in your diary now! We are particularly looking for classic car owners of whatever age (cars and owners!) who live in the '01328' area code to join us for this fun drive. Further details including an Entry Form will be put on the [www.fakenhamautoclub.co.uk](http://www.fakenhamautoclub.co.uk) website in February.

There will be a £10 entry fee per car and all proceeds will go to Fakenham Auto Club Charity of the Year for 2023 which is the local charity, FitzRoy, who provide a day and community support to people with learning difficulties

## News about E10 Fuel

It sounds like an additive found in food. **E10 fuel** was introduced from September 2021 and it is the new grade of unleaded petrol that the **British Government has introduced**. It is potentially damaging to modern classics, classic cars and motorbikes alike.

Experts warn that the introduction of E10 petrol is the most significant threat to old cars since the switch from leaded to unleaded fuel. Four-star fuel was **banned in Britain from 2000**, on environmental grounds. It's for similar concerns over air pollution and CO2 emissions that E10 is now being dispensed from the nation's petrol pumps.

However, the RAC has warned owners of cars built before 2002 that they should steer clear of the new petrol. It estimates that at least 600,000 vehicle owners will be affected. For those drivers, it is likely to mean increased fuel bills, more costly vehicle maintenance and, for those that fail to take action, possible damage to cherished cars.

So what is E10 fuel, why was it introduced and how can **the classic car community** prepare for the new fuel? Hagerty investigates.

### What is E10?

Before E10, petrol in the UK contained up to five percent bio-ethanol. You may have noticed that the labelling on unleaded pumps changed to E5 in 2019. But from September E10 will become the new standard with up to ten per cent bio-ethanol in the blend. Produced from crops such as sugar beet bio-ethanol isn't a fossil fuel and is renewable.

### Why was it introduced?

It's about emissions. The Government has targeted 2050 as the year that Britain will reduce its greenhouse gas emissions to net zero. But the journey starts now and by introducing E10 fuel they say that CO2 emissions could be reduced by 750,000 tonnes per year. That's equivalent to taking 350,000 cars off the road.

**What's the problem for classic cars?**

Although many cars run on E5 without significant problems, doubling the amount of ethanol in the fuel can cause a variety of issues in older cars. Ethanol is hygroscopic, so it absorbs water from the atmosphere. And that water, can lead to condensation in fuel tanks, fuel lines and carburettors and can cause corrosion in brass, copper, lead, tin and zinc components.

Ethanol is also a solvent so it can eat through rubber, plastic and fibreglass, so hoses and seals are likely to perish more quickly because of the higher concentration of ethanol. In Department for Transport tests, problems identified included degradation to fuel hoses and seals, blocked fuel filters, damaged fuel pumps, corroded carburettors, blocked injectors and corrosion in fuel tanks. Rubber is particularly affected. The Federation of British Historic Vehicle Clubs (FBHVC) has a list of ethanol-friendly materials that can be used as replacements.

Finally, ethanol isn't as energy-dense as petrol, which means that the fuel-air mix could be leaner and, fuel consumption could be slightly higher than using E5 or 'pure' petrol.

**How many cars are affected?**

New cars sold in the UK since 2011 have had to be E10 compatible, but the Society of Motor Manufacturers and Traders estimate that almost 8 per cent of petrol-engined vehicles here are not compatible with E10. The [RAC suggests](#) that up to 600,000 cars on the road aren't compatible with the new fuel. And it's not just historic vehicles that are affected. Anyone owning a car made before 2002 is advised not to use E10 – and it can affect cars made up until 2011. That's a lot of modern classic cars.

**Why is the UK introducing E10 later than other European nations?**

Phil Monger, Technical Director of the Petrol Retailers Association says the number of cars affected is fewer in other countries: "Lots of European countries have already introduced E10. We've been working with government for the last couple of years and when we started, we had more non-compliant vehicles, so we felt that we needed to introduce it later."

Monger believes that many owners of old cars may have already made modifications since the introduction of E5 fuel. "Vehicles that are very old will have materials that are not compatible with E5 either. E10 will only hasten the day when it causes you some difficulty."

**Is E10 a 'greener' fuel?**

When E10 was introduced to petrol stations across Germany, in 2011, it [faced a backlash from local green groups](#) such as Greenpeace. The conversion of land to farms to supply bio-ethanol has been linked to the destruction of forests and wetlands. At the same time, [tests have shown](#) that the fuel economy of vehicles using E10 is inferior to E5, raising questions over the real-world CO2 savings.

**What is being done to warn drivers in the UK?**

There was an advertising campaign before the launch of E10, advising drivers of the difference in the new fuel. There is also a website where you can check if a car is compatible, forecourt fuel pumps now have a warning label.

Checking whether or not your car is compatible with E10 fuel is simple. Go to the [government site's E10 vehicle check page found via this link](#), enter the brand of car and see what advice is listed. However some of the information provided is unreliable.

For example, it lists all BMWs of all ages as being compatible with E10 fuel, which patently isn't the case on older models made before circa 2000.

**What is the alternative to using E10 fuel?**

The good news is that super unleaded is set to remain at the E5 standard for five more years after the introduction of E10, and most E5 currently contains only 2-3 per cent ethanol anyway.

The bad news is that it costs more – typically 15 pence more per litre. So each time you fill up it could cost you an extra £6-10.



**What can I do to protect my classic car?**

Guy Lachlan, MD of [Classic Oils](#), says classic car owners could face costly preventative maintenance.

“You’ve either got to use fuel with no ethanol or change the materials that don’t like it,” warns Lachlan. “If you are in any doubt about your rubber fuel lines, change them. Get rid of your fibreglass petrol tank and install an aluminium one. The other thing ethanol really doesn’t like is solder. If you are running a soldered float in your carburettor still then think about carrying a spare – they’re generally quite easy to change.”

Experts have also warned that even modern classics with turbocharged engines could be impacted by the switch.

**Will E10 cause problems for cars in storage?**

When it comes to storing your car, if it is older than 1996 and doesn’t have a catalytic converter, you can use a lead replacement additive such as Castrol’s [Classic Valvemaster](#), which can help prevent corrosion as it also contains an ethanol stabiliser. It’s endorsed by the Federation of British Historic Vehicle Clubs.

For modern classics there are catalyst-friendly additives available such as [Millers Ethanol Protection Additive](#) or [Lucas Oil Ethanol Fuel Conditioner](#), but your best advice is to check with the vehicle manufacturer or an owners club.

The other option, says Lachlan, is to make sure that you don’t give the ethanol a chance to absorb water from the air by filling the tank fully, sealing it, or conversely, fully draining it before storage. (Hagerty has more [tips for prolonged storage of classic cars, here.](#))

**What if I fill up with E10 by mistake?**

The RAC advises that, unlike putting diesel into a petrol car (or vice versa) you shouldn’t need to drain the tank. It could cause pinking and make it harder to start from cold, but one fill-up shouldn’t cause lasting damage. Just try to top up with E5 as soon you can – ideally when you’ve used at least a third of the tank – and don’t leave the car in storage until you’ve done so.

**Where can I find more information about E10 and classic cars?**

There is a wealth of information on the [website of the FBHVC](#), including detail of the materials that could be adversely affected by the ten per cent bioethanol mix, and approved after-treatments that can help guard against corrosion.

For younger vehicles, car manufacturers and their franchised dealers should be able to provide guidance. Alternatively, for older models, seek advice from a reputable local garage or your chosen specialist for your classic or modern classic car.

See also these links.....

[Will synthetic fuels ride to the rescue of classic cars?](#)

[Petrol-powered motorcycles and mopeds to be phased out from 2030](#)

# SNETTERTON

## 2023 EVENT CALENDAR

11 FEBRUARY	SNETTERTON STAGE RALLY	7/8/9 JULY	BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP
18/19 MARCH	NO LIMITS CLUB BIKE CHAMPIONSHIPS	22/23 JULY	BRSCC CLUB CAR CHAMPIONSHIPS
25/26 MARCH	CSCC CLASSIC SPORTS CAR SERIES	29/30 JULY	750 MOTOR CLUB CAR CHAMPIONSHIPS
8/9 APRIL	TCR UK TOURING CAR CHAMPIONSHIP	5 AUGUST	MSVR CLUB CAR CHAMPIONSHIPS
22/23 APRIL	HISTORIC SPORTS CAR CLUB CHAMPIONSHIPS	6 AUGUST	ENDUROKA 12 HOURS
28/29/30 APRIL	FERRARI CHALLENGE UK	12/13 AUGUST	750 MOTOR CLUB CAR CHAMPIONSHIPS
6/7 MAY	BMCRC CLUB BIKE CHAMPIONSHIPS	19/20 AUGUST	CATERHAM RACE WEEKEND
13/14 MAY	BARC CLUB CAR CHAMPIONSHIPS	26/27 AUGUST	2CV 24 HOUR RACE & BARC CLUB CAR CHAMPIONSHIPS
20/21 MAY	KWIK FIT BRITISH TOURING CAR CHAMPIONSHIP	2/3 SEPTEMBER	BMCRC CLUB BIKE CHAMPIONSHIPS
27 MAY	FUN CUP CHAMPIONSHIP	16/17 SEPTEMBER	BRITISH TRUCK RACING CHAMPIONSHIP
28 MAY	BRSCC CLUB CAR CHAMPIONSHIPS	23/24 SEPTEMBER	PRE '66 CLASSIC SPORTS AND GT CAR WEEKEND
3/4 JUNE	GT CUP CHAMPIONSHIP	7/8 OCTOBER	GT CUP CHAMPIONSHIP
10/11 JUNE	MSVR CLUB CAR CHAMPIONSHIPS	14/15 OCTOBER	BRSCC CLUB CAR CHAMPIONSHIPS
17/18 JUNE	BRITISH GT AND GB3 CHAMPIONSHIPS	22 OCTOBER	MODIFIED LIVE
1/2 JULY	CLASSIC RACING MOTORCYCLE CLUB CHAMPIONSHIPS		



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Photos

Things for sale

Events

Results

We can add it to the next newsletter

## This might be of interest

If you've got half an hour to spare, you might like to listen to the following item from BBC Radio, first broadcast in 2016.

<https://www.bbc.co.uk/sounds/play/b084bpc0>

It's called 'Women Talking About Cars', and features Victoria Coren Mitchell talking to a former SCCON member, the Oscar-winning actress Olivia Colman.

She mentions rallying with her Dad Keith, who won a SCCON 12-car in his Volvo PV544, and it will definitely make you smile!

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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. Email anything and everything to one of the management and they will get them to me.**

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