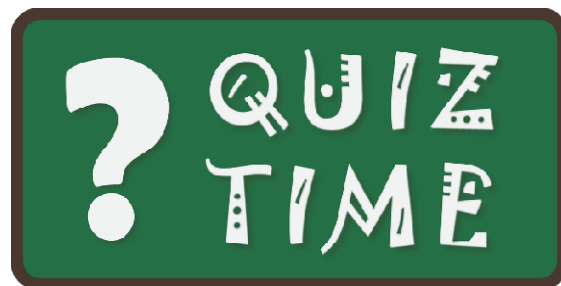




December 2023

Second Edition

Don't forget to come and see us on Thursday 21st at the White Horse where we should have a small buffet, a few games, a raffle and other exciting things



Editorial Review of 2023

This year has been very depressing in many ways with the loss of many friends but then we have many memories too.

To the best of my knowledge I have lost six of my friends and motorsport colleagues.

I am not sure if I should list them, but they have all touched our lives and I am very proud to have known them and call them friends too.

Tony Burchnall

Tony Marcantonio

Ian Rix

Mike Dixon

Dave Leckie

Charlie Blyth

The motor sport year started quite slowly with our Trial at Lyng being cancelled twice, once in the November 2022 then again in the January of 2023. Lyng was not finished with us though as the flooded site had another go at us in Novemer this year 2023 and we have had to postpone it again.

So after the slow start things started to get moving again.

Important SCCON Information SCCON's

Christmas get-together

2023 SCCON's Christmas get-together will be held once again at: The White Horse, Trowse,

NR14 8ST

Thursday 21st December 2023

Please come - we'll be meeting up from 7-00 pm to 9-30 pm (ish)

Some snacks, and cakes available

Mazda MX-5 named Used Sports Car of the Year

Mike Cowlam

Dec 10

I am a big fan of the MX5 and whilst it is a current production car, it is old enough that the early models are legitimate classics. I know that some enthusiasts consider it a hair dressers car, but just consider the specification.

I have owned two of them and my current car is now 15 years old and my daily driver. It has a 2 litre engine, limited slip diff, foldable hardtop, rear wheel drive and mid mounted engine. When I am asked which cars I would suggest as a starter car for a new classic car enthusiast an MX-5 is always on the list.

Since its UK launch in 2015, the current-generation of Mazda MX-5 has won countless awards and it has added to its packed trophy cabinet again by being named Used Sports Car of the Year at the 2023 Car Dealer Used Car Awards.



The Car Dealer Used Car Awards have honoured the best of the best in the used car industry and Mazda has been a multiple winner at the annual awards. Having taken the overall Used Car of the Year title with the Mazda

CX-5 last year, this year Car Dealer Magazine has honoured the Mazda MX-5.

Commenting on the MX-5's Used Sports Car of the Year title, James Baggot, Editor-in-Chief of Car Dealer, said: "for over three decades the Mazda MX-5 has been the definitive sports car. Others may have more power and posher badges on their noses, but the MX-5 is the very essence of the modern sports car. Available as a traditional soft-top or practical folding hard-top, it's enormously fun to drive, cheap to run and is a hugely popular used car".

Wheeler Dealer Mike Brewer, said: "as icons go, there are few that can beat the status of the Mazda MX-5, over the years I have bought and sold loads of MX-5s and I know the appeal the car has among dealers and customers. It has been a favourite sports car for UK motorists for over 30 years and it's easy to see why."



A brilliant choice for enthusiasts looking for a fun, affordable and beautifully engineered sports car the Mazda MX-5 continues to be hugely popular in the used car market. Since the launch of the fourth-generation car in 2015 more than 24,000 have been sold in the UK, so there's plenty of choice across both Roadster and RF body styles, plus when you factor in the 10 special edition models sold since 2015, there's lots of opportunity to have a unique MX-5. If you are looking for a reliable, affordable sports car for wind in the hair driving then the MX5 is hard to beat. And if you buy in the winter months then you might just get it a bit cheaper.

PROVISIONAL DATES OF AMSC EVENTS DURING 2024

CLUBS, AND VENUES

01/01/2024	ECMC	Seckford Woodbridge Trial
10/01/2024	KLDMC	12 Car
12/01/2024	CMC	Silver End 12 Car
20/01/2024	CMC	Brands Hatch Stage Rally
26/01/2024	SCCoN	P&H 12 Car
07/02/2024	KLDMC	12 Car
10/02/2024	AMSC	Snetterton Stage Rally
16/02/2024	CMC	Braintree 12 Car
23/02/2024	SCCoN	Waveney Lanes 12 Car
25/02/2024	WSMC	Holbeck Trial
02/03/2024	FMC	Cotswolds Trial
03/03/2024	CCC	Harlton Trial
10/03/2023	KLDMC	Sculthorpe Targa
15/03/2024	CMC	Maldon 12 Car
22/03/2024	SCCoN	Fresh Motors 12 Car
24/03/2024	WSMC/MCAC	Woodbridge Autosolo
29/03/2024	SCCoN	12 Car
31/03/2024	CMC	Debden Targa
07/04/2024	WSMC	Wattisfield Trial
07/04/2024	SCCoN	Long Stratton Autosolo
14/04/2024	CCC	Classic Run
14/04/2024	HCAAC	Hethel Sprint
21/04/2024	FMC	Ivinghoe Trial
12/05/2024	ECMC/WSMC	South Suffolk Classic Run
12/05/2024	HCAAC	Debden Sprint
12/05/2024	CMC/CT	Chelmer Valley Autosolo
09/06/2024	CCC	Wattisham Autosolo
22/06/2024	CMC	East Anglian Classic Classic Run
23/06/2024	SCCoN	Classic Run
30/06/2024	FMC	Touring Assembly
07/07/2024	KLDMC	Hunstanton (finish) Classic Run
13/07/2024	FMC	Touring Assembly
21/07/2024	GBMC	North Weald Sprint
21/07/2024	WSMC/MCAC	Debden (confirmed) Autosolo
18/08/2024	TBC	Woodbridge Autosolo
20/08/2024	FMC	Sywell or Towcester AutoTest
01/09/2024	CCC/WAC	Debden Targa
15/09/2024	GBMC	North Weald Sprint
22/09/2024	WSMC?	Testing Trial
29/09/2024	HCAAC	Debden Sprint
06/10/2024?	TBC	Wattisham Autosolo
13/10/2024	FMC	Ivinghoe Trial
20/10/2024	WSMC	Wattisfield Trial
25/10/2024	WSMC	12 Car
25/10/2024	SCCoN	12 Car
03/11/2024	FMC	Kensworth Trial
17/11/2024	SCCoN	Lyng Trial

Should you want to know more about these events please go to the organising clubs' web pages.
Or ask me your club chair person.

PROVISIONAL DATES OF ROAD RALLIES DURING 2024

CLUBS, AND VENUES

2024 Road Rally Calendar

Map: <https://www.google.com/maps/d/edit..>

13/14 Jan - Road - Bagger - Vintage & Classic Rally Register (VCRR)
20/21 Jan - Road - JJ Brown Memorial - Caernarvonshire & Anglesey MC
28 Jan - Targa - Lambton - Wickham & District MC
3 Feb - Targa - RossPark Hotel - Mid Antrim MC
3/4 Feb - Road - Taunton - Taunton MC
3/4 Feb - Road - Cambrian - Tregaron & District MC
10/11 Feb - Historic - Per Ardua Ad Infinitum - HERO-ERA
10/11 Feb - Road - John Robson - Hexham & District MC
10/11 Feb - Historic - Hexham - Hexham & District MC
10/11 Feb - Road - Grouse - Saltire RC
17/18 Feb - Road - Moonbeam - Telford AC
17/18 Feb - Road - Valentine - Caernarvonshire & Anglesey MC
17/18 Feb - Road - Rally of Derbyshire - Matlock MC
24 Feb - Targa - Festival - Bath MC
24 Feb - Targa - The Targa - Clitheroe & District MC
2 Mar - Historic - Tour of Cheshire - Knutsford & District MC
2/3 Mar - Road - Rali Bro Caron - Lampeter & District MC
8/9 Mar - Road - Snowdrop - Dungannon MC
8-10 Mar - Historic - A Novice Trial - HERO-ERA
10 Mar - Targa - Sculthorpe - Kings Lynn & District MC
16 Mar - Targa - Erne Safari - Enniskillen MC
16/17 Mar - Road - Primrose - South Hams MC
16/17 Mar - Road - Merfyn Hughes Memorial Rali Llyn - Harlech & District MC
23 Mar - Historic - HERO Challenge One - HERO-ERA
23 Mar - Targa - White Heather Tests - Wigton MC
31 Mar - Targa - Javalin's Jumbo - Chelmsford MC
6/7 Apr - Road - Border 100 - Welsh Border CC
6/7 Apr - Road - Plymouth 20/20 - Plymouth MC
6/7 Apr - Road - Moonless - Saltire RC
12-14 Apr - Vintage - The Flying Scotsman - HERO-ERA
13 Apr - Historic - Hughes - Blackpalfrey MC of Kent
14 Apr - Targa - Stu Wood - North Devon MC
20/21 Apr - Road - Night Owl - Aberystwyth & District MC
25-4 May - Historic - London to Lisbon - HERO-ERA
27/28 Apr - Road - Taurus - De Lacy MC
28 Apr - Targa - Javelin Jumbo - Chelmsford MC
28 Apr - Targa - Wattisham - Anglia MSC & Wickford MC
4 May - Targa - MOCP 061 - Stockport 061 MC
4/5 May - Historic/Targa - Berwick Classic - Berwick & District MC

12 May - Historic - The Gremlin - Brecon MC
1/2 Jun - Targa - Rallye of East Yorkshire - Yorkshire Wolds MC
4-7 Jun - Historic - The Three Castles Trial - Three Castles MC
8/9 Jun - Road - Primrose Trophy - Clitheroe & District MC
15 Jun - Historic - HERO Challenge Two - HERO-ERA
22 Jun - Historic - East Anglian - Chelmsford MC
23 Jun - Targa - Ystra - Dukeries MC
30 Jun - Historic - Cotswold - Tavern MC
8 Jul - Targa - South West - South Hams MC
9 Jul - Targa - Northern Dales - Hexham & District MC
14/15 Jul - Road - Barcud - Barcud MC
19-21 Jul - Historic - Summer Trial - HERO-ERA
21 Jul - Targa - De Lacy - De Lacy MC
30 Jul - Targa - 116 Targa Tracks - 116 CC
11 Aug - Historic - St Wilfrid's - Riponian MC
11 Aug - Targa/Historic - Blue Streak - Spadeadam MC
11 Aug - Targa - Mold Tyres - Clwyd Vale MC
18 Aug - Historic - Great Western Vintage & Classic - Bath MC
24 Aug - Targa - Bovington - Bournemouth & District CC
31/1 Sep - Road - Y Rali Gogledd Cymru - Rhyl & District MC
1 Sep - Targa - Debden - Wickford and Cambridge CC's
7 Sep - Historic - Rally for the Ages - HERO-ERA
8 Sep - Historic - Ilkley Jubilee - Ilkley & District MC
8 Sep - Historic - Rally For The Ages - HERO-ERA
14/15 Sep - Road - Autumn - Carmarthen MC
14/15 Sep - Road - Oaks Trophy - Ecurie Royal Oak MC
15 Sep - Targa - Kielder - Hexham & District MC
16 Sep - Targa - Kent Forestry - Borough 18 MC
21/22 Sep - Road - Clitheronian - Clitheroe & District MC
21/22 Sep - Road - Palferman - Caernarvonshire & Anglesey MC
28 Sep - Targa - Laharna Lanes - Larne MC
28/29 Sep - Road - Rali Meirion - Harlech & District MC
29 Sep - Targa - Kielder - Hexham & District MC
4/5 Oct - Road - Harvest - South Hams MC
5 Oct - Historic - HERO Challenge Three - HERO-ERA
7 Oct - Targa - Rali Revival - Rali Revival MC
12/13 Oct - Road - Pacemaker - Knighton MC
12/13 Oct - Road - Driveshaft 20/20 - Devizes & District MC
13 Oct - Targa - Bob Budd Memorial - Mercia MS
19/20 Oct - Historic - Dansport - Matlock MC
20 Oct - Targa - Bonfire - Chelmsford MC
20 Oct - Targa - Trac Mon - Caernarvonshire & Anglesey MC
22 Sep - Targa - Scottish Borders - Border Ecosse CC
26/27 Oct - Road - Cilwendeg - Teifi Valley MC
26/27 Oct - Road - JD Romain - Rhyl & District MC

27 Oct - Targa - Exmoor - Tavern MC
27 Oct - Targa - Solway Coast - Solway CC
3/4 Nov - Road - Harvest - South Hams MC
4 Nov - Targa - SOCC - South Oxon CC
7-10 Nov - Historic - RAC Rally of the Tests - HERO-ERA
9 Nov - Historic - Saltire Classic - Saltire RC
9/10 Nov - Road - Guy Fawkes - South Hams MC
9/10 Nov - Road - Powys Lanes - Epynt MC
10 Nov - Targa - Knutsford - Knutsford & District MC
16 Nov - Historic - John Bloxham Memorial - Wolverhampton & South
Staffordshire CC
16/17 Nov - Road - Steve Gornall Memorial - Regardless MC
17 Nov - Targa - Knutsford - Knutsford & District MC
17 Nov - Targa - Bustard - Salisbury & Shaftesbury CC
24/25 Nov - Road - Rali Goffa James Trenholme - Harlech & District MC
30/1 Dec - Road - Exmouth Memorial - Exmouth MC
7/8 Dec - Road - The Fox - Saltire RC
14/15 Dec - Road - The Preston - Chelmsford MC

Quiz Time

F1 Quiz

1. Jenson Button won the 2009 Formula One World Championship driving for which team?
2. In 2016, who became F1 World Champion and then announced his retirement from the sport five days later?
3. Which three prestigious motor races makes up *The Triple Crown of Motorsport*? (Hint: two of them are not Formula One races)
4. Who was the first ever British Formula One World Champion?
5. Sebastian Vettel won the F1 championship in 2010, 2011, 2012 and 2013 with which racing team?
6. Which Argentinian racing driver dominated the first decade of Formula One racing?
7. How many Formula One World Championships did Michael Schumacher win?
8. Which F1 racing team, formed in 2007, is based in Silverstone?
9. Which Formula One motor race, on the Baku City Circuit, was held for the first time in 2017?
10. The first Grand Prix to take place behind the Iron Curtain was in which country?
11. Which British motor racing circuit was the world's first purpose-built motor racing circuit? (Hint: it opened in 1907)
12. Which British Formula One team, founded in Milton Keynes, was active from 1978 to 2002?
13. Which Australian racing driver was F1 World Champion in 1959, 1960, and 1966?
14. Which car team were Constructors' Champions in 2017?
15. The Marina Bay Street Circuit is the street circuit for which country's Grand Prix?
16. What was different about Lella Lombardi, who finished sixth in the 1975 Spanish Grand Prix?
17. Which team was owned by a family who run a worldwide chain of clothing stores of the same name?
18. Which driver, who won three F1 world championships for McLaren, died in an accident while leading the 1994 San Marino Grand Prix?
19. Who, from 1987 until 2001, held the record for most Grand Prix victories until this record was surpassed by Michael Schumacher?
20. How many points are awarded to the race winner of each Grand Prix?

Novice and Refresher Training – Clubmans Historic Road Rallying Events

Saturday 3rd February 2024

9.00am – 5.00PM

Bearley Village Hall, Snitterfield Rd, Bearley Stratford Upon Avon
CV37 0SR

Classroom based tuition covering:

- Event basics (from entering to finals being published)
- Practice plotting using the HRCR Navigation Handbook
- Regularity timing
- Car set up

Cost: £46 HRCR Members £56 Non Members

Includes tea/coffee, lunch, some basic equipment (pencils, rubbers, speed table, romer etc).

Please contact Sarah Binstead to book a place:

sarahbinstead1@hotmail.co.uk



The Club That Goes Historic Rallying



With thanks to Tony North

THIS IS A CRITICAL TIME FOR SCCON!!!

Over recent years, SCCON has seen a reduction in the number of members active in the organisation of competitive and social events. Also, with the loss of David Leckie as both our Limited Company Secretary and our Club Treasurer and the resignation of some committee members, we have vacancies for some Club Officials.

Without a core of nominated key officials SCCON will be unable to register with Motorsport UK as a club recognised for the organisation of motor sport events. The six nominated Motorsport UK officials we must have are: Chairman, Club Secretary, Club Treasurer, Competitions Secretary, Chief Marshal and Club Safeguarding Officer. We also need a new Company Director and Limited Company Secretary. **DO YOU WANT SCCON TO HELP RUN COMPETITIVE EVENTS?** If these positions cannot be filled, SCCON will still exist in the immediate future as a Limited Company, but will only be able to organise the Midsummer Classic Car Run (as a non-MSUK-registered club) and social events.

Is that what you want for SCCON? **NEW VOLUNTEERS ARE NEEDED** unless sufficient volunteers come forward before the end of this year, there will have to be an **EXTRAORDINARY GENERAL MEETING** of the club early in 2024 to which all members will be invited. If you have some interest in helping SCCON to keep going, please contact me at: cjnewson32@yahoo.co.uk or phone me on 01502-716 280. Alternatively e-mail your thoughts and/or your areas of interest to info@sccon.co.uk

Thank you, Martin Newson, Chairman, the Sporting Car Club of Norfolk

THE RIXY STAGES

Stanta Military Training Area Welcome to the Rixy Stages 2023. Held at Stanford Training Area (STANTA). Originally known as Stanford Battle Area, it is a British Army training area situated near Thetford in Norfolk. The venue offers the opportunity to provide multiple stage layouts completely within a sin venue. The stages will be 100% tarmac with fast flowing sections combined with more technical roads through the on-site villages providing maximum entertainment for competitors. Our supportive sponsors are assisting greatly and our thanks go to Mass Racing Engines Rally and Competition Equipment. As well as a massive thank you to all the club members who help make the event successful. The event is promoted by Anglia Motorsport Club supported by many motorsport clubs from the region.

The rally is named after Ian Rix, a regular competitor who sadly passed away earlier this year. He was often out driving his immaculately prepared blue Mk1 Escort and there is a prize in his name for the most entertaining car.

Please encourage non-competing friends and family to enrol as marshals on the event web site at rixystages.co.uk. Please contact the chief marshal of this event if you would like any advice or guidance. We do our best to make marshals welcome in the lead up during the event. There will be food, drink and goodies for the marshals, as well as the generous marshals' cash draw to which all the entrants have contributed.

Home - <https://rixystages.co.uk>

Competitors - <https://rixystages.co.uk/>

Marshals - <https://rixystages.co.uk/>

What an event this was. The last round of the HRCR Clubmans Road Rally Championship held mainly in Shropshire around Bridgnorth and the first event organised by Nick Bloxham and his team for the Wolverhampton and South Staffs Motor Club. For those of you who may not know who John Bloxham was I've included the first few pages of the Regs which will explain. Nick and his Team wanted to create an event which harked back to the Motoring News events of the '70s and with a portion of route typical of the period with 4 minute sections timed to the minute plus lots of whites, fields and farm yards and they managed to pull it off, just! Here is what happened to David Mann and I in "Lucy".

The trailer park was supposed to be at the start venue, but when we arrived it was water logged and we were directed to an alternative road in a nearby industrial estate, so we decided to use our hotel car park instead, so no bother. The calibration distance was OK, but we ended up with the ideal setting being exactly between two digits on the trip so we opted for the one which would give greater mileages in the hope we would not miss anything, so not ideal but we could manage it. As we were early it was time for a quick cup of tea before going off to Noise and Scrutineering. I was a little apprehensive of the latter as Lucy had been playing up with her lights recently although I had replaced the lighting fuse-box since the Dansport. It seems the Truck Wash is playing havoc with all the wiring connectors, so I think a re-wire with "proper" waterproof ones is on the cards for the winter. Anyway, all was well and we collected our Test Diagrams and the navigation handouts for three of the eight Regularities. Timecards would be provided an hour before our start time at MCO along with four more handouts to plot, while Reg₁ would be provided as we left MTC₁, so it was going to be a busy day; so to the rally itself.

Well I took a wrong turning between the hotel and the Start venue and ended up meandering around the suburbs of Telford so not the most auspicious of starts to the day. The start was at a local Farm shop, but the parking area was a quagmire and all us competitors were being blocked in by Joe Public arriving for the Christmas Fayre, what a mess this was, but we managed to get away on time.

Anyway it was straight into the first test on a private estate which was a lovely gravel track across fields and through a wood. After about one mile there was a long way round triangle with a manned PC. The first time through the test it was LWR. Then Test 2 was the same but SWR so with the Tests at 30 second intervals it was a busy track. As we set off from the PC we were passed by an earlier car, an Alfa GTV, on their second run through. At the next 45 left they had a huge tank slapper which slowed us down a little taking in the spectacle and then at the next 45 left in the woods the tank slapper repeated itself but this time they took out the PC board we were supposed to be recording. We then lost a little more time waiting at the stop/go board while the car in front was processed, and again 200 metres further on at the test finish.

Our second run through was much quicker as we managed to get in front of the previous crew at the PC and did not get held up at the stop/go. Then there was just a short link section to the first Regularity.



This Reg was a 27 mile Jogularity handed to us as we left MC1. The first instruction was turn left at 1.1 miles, so along with several other crews we decided to turn left at 1.05 miles, why? – who knows – so anyway this meant we were 1m:14s late at the first ITC. Well a Jogularity has a time schedule as well as distances so if a competitor is late or early at an ITC then the remainder of the schedule needs to be adjusted by that amount, which is easy if it's only a few seconds, but it is bl**dy near impossible if its 1:14, and so it proved for me. So while trying to add up and subtract times as we proceeded my brain just gave up after about 13 miles and I got completely disorientated so we had to stop and find our way back to a point where I knew where we were. Then I had to reset the trip to the exact distance, which took me two goes, and start again. This little upheaval cost us about 8 minutes, but with penalties capped at 2 minutes it was not too bad, although trying to juggle the time schedule was just totally beyond me.

Now we were back to tests. Test 3 was around buildings at a brick works and very tight, so not too our liking. Test 4 was a simple blast along farm tracks just straights and 90s. Test 5 was even simpler being a straight dash along a concrete road with three PCs. We did extremely well on this one, especially gathering the code boards without stopping and we were 3rd equal fastest. Test 6 was another mix of straight and 90s which again went well.

Now with a short link section to the start of Reg2 I suddenly realised we were running OTL – talk about tight timing I couldn't believe it. We arrived 2 minutes OTL at 12:57, so I wrote 12:54 on our Timecard and asked the marshal to just sign it and forget about the chip. They were a bit non-plussed; "Well if that's what you want" "yes please" and off we went 4 minutes late. David did a great job making up time and we only received a one minute penalty at the first ITC. The next two were single figure penalties and then we caught a later car which was running in front and they absolutely refused to let us go past and we were baulked to the end of the Regularity. We were 33 late at the penultimate ITC while they were 41 late. Then we were both 19 late at the final ITC, so frustrating and just plain naughty. If they had let us pass, and followed, we'd both have lower penalties!



The traffic trying to get into the Apley Farm shop was ridiculous with the main road completely blocked and at a virtual stand-still. The lunch stop was abandoned and we were directed straight to Reg 3 starting back on the Apley Estate where the first two Tests had been run. Even with the lunch scrapped we arrived at the start already 2 minutes beyond our schedule time! This was a Deeliarity, i.e. a descriptive route of where to go. It was only four miles with three ITCs. Starting on the private estate roads and finishing on a friendly farmer's field tracks and farmyard.

The longish link section to Reg 4 took us through Coalport in the Severn Valley close to Ironbridge the centre of the Industrial Revolution and its famous cast iron bridge. This was pre-plot on Friday night being a bit of a challenge starting on a public road then through the private Stanley Estate before going back to public road and finishing in a farmyard. This was probably our best Reg with single figure penalties on four of the five ITCs.



Reg 5 which was plotted at the start. Always a worry when the Reg start map reference is not on a road, so just follow the road-book tulips and mileages. Sure enough it starts in a field and enters the public road via a farmyard. Then within a mile there is another not as map around a farm building then across the road and around some more farm buildings. On the way we find a fellow competitor turning around so we stop to ask thinking there is a problem. When in fact they are just lost and could not find the Reg start - that cost us a 50 sec penalty at the first ITC in the farmyard – aargh! The ideal time to ITC1 was 2.09s so not far! The next ITC about two miles down the road was found by turning into a field at a map reference and following arrows to yet another farmyard. This was good old fashioned road rallying reminiscent of the 70s, but in daylight, just the job. The third ITC was after another NAM visit into a farmyard and then I had an unforgivable wrong slot into a short white in GS 138/6885 just southeast of Sidbury. My excuse is that it looks like a hairpin left on the map but when in fact it's a fork left and it just sucked me in, it was just all happening too quickly for my frazzled brain, as it had gone passed its use by date about 11 o'clock in the morning and it was getting dusk now with no lunch! The only saving grace being that judging by the marks on the gravel other folks had been here too. At the next ITC we were re-routed, because of an impassable ford on the correct route, a pointer of what was to come, so the last ITC in a white was turned into PC.

At last it's time for some refreshment, tea and cake at Cleobury North Village Hall and the organisers have added 15 minutes to our times to the end of the event – thank goodness we can actually have a cuppa. The rest of the event will be in the dark now so spotlight covers come off for the second time this year.

From here we go into the last two Tests at Ditton Priors, an ex-army base. These were broken concrete and tarmac tracks in a wood with splits and merges, being 1.2 and 1.5 miles long respectively. I think the organisers got their distance and/or times wrong on the first one as only four cars were under the test maximum, while the second longer test produced mostly sensible times, except for the odd "flier".

Next it's Reg 6, plotted at MCo from map extracts. Looking back over the route and the speed changes we did not have any wrong slots or get held up, but I probably made a real "pig's ear" of the speed changes. Making beginner's mistakes by not having the clock on the correct function or wrongly zeroing, or not, the trip just contributes to time errors which really should not take place. It was a relatively simple Reg shame we made a hash of it with big double figure penalties.

A short link through Church Stretton took us to the TC section. This was pre-plotted at MCo with TCs and PCs split into five sections (4, 4, 7, 4 and 5 minutes) the last one including a very muddy field and a farm yard NAM diagram. This was old school rallying across the Northwest corner of map 138 which we really enjoyed although held up a couple of times by fellow competitors. First by a Peugeot 205 who had trouble negotiating a hairpin left junction and had to shuffle back and to. David was very exasperated by this and proved it by backing up a couple of yards then completing a lovely handbrake turn (Lucy now with hydraulic handbrake) and being back up his bum in about 10 yards. Eventually the guy got the message, but he was still under our feet to the next TC. Then when we turned into the field a Lancia had got stuck in the entrance as it was so muddy. Luckily the marshals managed to push it clear and we inched past only to require a push ourselves to keep going. The 200 yards of sloping muddy field was traversed completely broadside until we approached the gate which was a little flatter and got through OK then across the road around a very tight hairpin made of tyres and into the next TC. Then it was another mile dash down a yellow into another field and farmyard before reaching TC8 which was also the start of Reg 7. This was timed to the minute, but as it is also a Regularity start we will already be into the minute, but I'm not quick enough to note how many seconds, so just assume we are late and press on. Anyway we arrive 18 seconds early at the next ITC which is fine, and three seconds late at the last which is excellent.



Now it's time for tea and a sit down carvery before tackling the last Regularity, a 32 mile monster, but all at 30 mph so no speed changes – hoorah. This was pre-plotted on Friday night from 66

tulips and used all the roads available on 138 to the south and east of Bridgnorth with eight ITCs and six PCs. We did OK at the first ITC dropping only nine seconds then we caught a Porsche 911 which would not let us go by and this two mile section consisted of three LWR and by the time we reached the next ITC we had a maximum two minute penalty, so frustrating! This 911 would disappear and then re-appear holding us up but eventually it went for good and we can only assume it refused the ford in GS 8087. We arrived to find a Mini stuck in the middle on the right hand side. The lady navigator came over to David and exclaimed “that’s as deep as f***, stay left”. I guess after they drowned out and climbed out of the car it floated away downstream a few yards till it rested against the hedge on the right. Anyway, we ploughed on through with high revs slipping the clutch and we could hear the exhaust bubbling up through the water – she was not wrong! I was dead chuffed when I discovered we actually got a zero at the next ITC! Just two more to go and this is just like an old fashioned road rally having to press on to keep to the 30mph average.

Well what an event that was, really tough especially with little let up on the link sections which probably is a result of this being a new event for the organisers. We did enjoy the night time section and we climbed up the order on the last Regularity to finish 8th overall and 1st Expert in a Category 1 car. This through a combination of managing not to make any mistakes on this last Reg., and three crews dropping out of the top ten, including fellow SCCoNites Hugh Garnish and David Bell who were 10th before suffering the second puncture of the event about 5 miles from the finish.

Well that’s it for this year the first event in 2024 will be the Tour of Cheshire on 2nd March.

There is much to do on Lucy before then with at least a new exhaust system plus some welding and maybe a precautionary look at the engine and gearbox; the list goes on. Good job I’m only 17!

With thanks to Percy for some of the information I cribbed from his report for the HRCR website, and to Phil Bramhill for the photographs.

If you want to know about the other crews on the rally then look here;

<https://www.rallyroots.com/Reports2023/JohnBloxham2023.html>

<https://www.hrcr.co.uk/hrcr-championships/clubmans-road-rally-championship/>

David and Ian

22 November 2022



Thought I'd add this for the Harrier "jump jet". We did not see it during the rally!