

March / April 2026

SPOTLIGHT



Newsletter of the Sporting Car Club of Norfolk



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Chairman's Farewell Message

Those of you who attended the SCCON AGM will know that I have resigned from my position as Chairman of the club, a role that I first took on in 2010. I am sad and sorry that I'm having to do this, but I have some ongoing health issues and I need to reduce my commitments. I must thank everyone who has been so loyal and helpful to me in the running of SCCON over so many years. I welcome Craig Bennett as the new Club Chairman and in the short term he will continue in his current role as Club Secretary too. I'm sure that Craig's enthusiasm and his work ethic will help the club to progress and develop in this ever-changing world. SCCON is still very close to my heart and I shall stay on the SCCON committee while continuing to attend club events when I can - so you haven't seen the last of me!

Martin Newson, Retiring Chairman

DENNIS WARD

Dennis Ward died in the Norfolk and Norwich Hospital on 14th February at the age of 95. Together with his son Richard, he sponsored SCCON's Lyng Garage 12-car over a period of forty years. The next issue of Spotlight will include an obituary for Dennis. SCCON sends our sympathy to all of Dennis's family.

New Chairman's Message

Dear Members,

I wanted to take the time and write a note to you all as I step into the role of club chair for SCCoN. Before I say anything else, I must express a heartfelt thanks to Martin, who has dedicated many years to the club, most recently as club chair. Martin's commitment has shaped our club into what it is today. His hard work and enthusiasm have created an incredibly friendly and welcoming car club community, creating so many memories for members over the years. It's not just Martin – Christine and his family have also been ever present along the way and I know Martin won't mind me saying that he couldn't have done it without them! We'll all be seeing Martin and no doubt Christine in and around events and championships for years to come, where they'll be socialising, stepping back and continuing to watch their SCCoN legacy continue. Personally, joining the club just four years ago as a first time AutoSOLO entrant, I am truly grateful for the welcome, guidance and opportunity I'm humbled to have today. Thank you, Martin and Christine.

I am hugely excited to take on the responsibility of club chair and look forward to seeing what we can do to grow the club, encouraging new members and seeing our events and entry numbers grow. Without SCCoN, I simply couldn't have got into motorsport, so the aim as a committee is to build on the great foundations we have at grass-roots level, use our history of motorsport in the local community to warmly welcome new members and offer more to our existing and incredibly loyal member base. I'm looking forward to helping the club grow and at the same time, enjoy doing what we love – motorsport!

Looking ahead to 2026, the committee has put pen to paper and we have some great ideas to go after. We can't do it without you as members; so keep the feedback coming and let's see what can be achieved in 2026. Before we know it, the AMSC AutoSOLO challenge will be underway and it's peak 12-car season already – the Norfolk 12 Car Series looks like it's going to be great! A huge thank you to Jonathan Stimpson for making this happen and for partnering with Kings Lynn & District Motor Club (KLDMC).

Regarding getting things done as a club, we have a position available on the committee for Club Secretary. It's an integral part of the committee and plays a huge part in making club events happen. If you're reading this and think 'I couldn't do that, could I?', don't worry as I thought the same too! Please get in touch with me on my contact details below if you'd like to know more about what it entails.

All that's left to say for now is thank you for your support. If anyone wants to talk, share an idea or provide any thoughts on what the club can do more of, my number is below.

07506 423986 (e-mail address to follow soon)

See and speak to you soon,

Craig

Norfolk 12 Car Series

Organised by

The Sporting Car Club of Norfolk and Kings Lynn & District Motor Club

12-car navigational events are a very enjoyable low-cost introduction to rallying and they've filled in SCCON's schedule of events and maintained the camaraderie of the club during the winter months over many years. They're a super way to learn to navigate before tackling bigger events such as road rallies (e.g. the 'One and Only' Preston Rally, run locally) and the very popular Targa Rallies.

However SCCON, like many clubs, has seen a decline in the number of entries on 12-cars and the recent increase in the cost of one-evening-insurance for new competitors is another reason why entries might be fewer looking ahead to 2026 and beyond.

So we owe a huge thank you to SCCON's Jonathan Stimpson who has been communicating with Kings Lynn and District Motor Club to explore whether a joint 12-car series might be possible. By attracting entries from both clubs it is hoped that events will be viable with good numbers of entries.

And now it is happening! The following table shows the six events planned for 2026 (in the blue rows) that have been scheduled to avoid clashes with other East Anglian Clubs' 12-car events.

Join in and have a go at one - you'll be very welcome.

Jonathan Stimpson / Peter Riddle

Norfolk 12 Car Series 2026

Round no.	Date	Day	Organising Club	Organiser	Event	Location	Map(s)	Notes
	20/02/2026	Friday	Eastern Counties MC	Laura Cooledge	Shotley Peninsula Beginners 12 Car	Freston Village Hall	169	
1	27/02/2026	Friday	SCCON	Jonathan Stimpson & Rob Kitchen	Norfolk Classic & Sports Cars 12 Car	Fakenham	132 & 133	
2	11/03/2026	Wednesday	KLDMC	Paul Haylock		Runton Holme Social Club		
	20/03/2026	Friday	Chelmsford		March Hare 12 Car	Chelmsford		
3	27/03/2026	Friday	SCCON	Derek Webb		Carbrooke Village Hall	144	
4	16/09/2026	Wednesday	KLDMC	Dave Pollard		Shouldham Bowls Club		
	25/09/2026	Friday	Eastern Counties MC	?	Beginners 12 Car Rally	?	?	
	23/10/2026	Friday	Chelmsford		Autumn Leaves 12 Car	Mountnessing, Brentwood		
5	04/11/2026	Wednesday	KLDMC	Paul / David Smalley		Great Massingham Social Club	132	
	06/11/2026	Friday	WSMC		Gunpowder Plot 12 Car	Horringer Social Club		
6	20/11/2026	Friday	SCCON	Peter Riddle	Options Glazing 12 Car	Wendling Village Hall	132 & 144	If venue is available.

The David Leckie Lyng Trial - January 2026

SCCON's annual hill-climb trial held in memory of David Leckie was re-scheduled from November (when the Cadders Hill site was flooded) but ran very successfully on Sunday 18th January. It retained its place as the final trial of the AMSC 2025 Trials Championship.

After a misty start, we had super sunny dry weather that wasn't too chilly for the time of year. A total of seven hills were run, with six of them tackled in the morning and a different six in the afternoon.

The number of entries was down compared with the cancelled November date and was further depleted when Michael Leete had to withdraw his Austin Seven and Ben Cutting / Rob Palmer had to withdraw their Rotrax Buggy trials car, but the event was very well supported by West Suffolk Motor Club.

And SCCON gives a very grateful thank you to Dave Saint for stepping in to help Howard Joynt in his role as Clerk of the Course.



Overall winners were Barry & Anne Redmayne in their 1590cc Liege seen here on Hill 5. Plenty of weight and two spare wheels behind the rear axle aids traction in this front-engine car



Tim and Peter Hanman on the very steep Hill 3 in their 1172cc Dellow manufactured in 1950. Only the Class 4 trials cars could make it up this hill - big thanks to Jon Fry for a lot of towing!



Dick & Robin Lines in their class-winning VW Lupo



Lee Crilly & Nina Carr in their Streetcar Mazda



Joseph & Peter Watson in their Nissan Micra



David Holmes in his luridly-coloured Seat Ibiza

DAVID LECKIE LYNG TRIAL JANUARY 2026 FINAL RESULTS

Car	Driver	Car	Class	Total	Class O/A	Awards	Novice
11	Robin Lines	VW Lupo	1	70	1	1st	
12	Ian Thompson	VW Golf	1	Retired at lunchtime			N
13	Dick Lines	VW Lupo	1	82	2		
14	Arun Thompson	VW Golf	1	Retired at lunchtime			N
23	David Holmes	Seat Ibiza	2	29	1	1st	
24	Joseph Watson	Nissan Micra	2	49	2		N
22	Peter Watson	Nissan Micra	2	66	3		
21	Robin Howard	Citroen Saxo	2	68	4		
31	Lee Crilly	Mazda MX5	3	237	1	Beginner	N
46	Barry Redmayne	Liege 1.6S	4	1		1st O/A	
44	Tim Hanman	Dellow Mk1	4	4	1	1st	
42	Peter Hanman	Dellow Mk1	4	14	2		
45	Ian Nute Dutton	Melos	4	29	3		

David Leckie Lyng Trial - January 2026 - Feedback from Competitors and Marshals



Competitors

Organisers Craig Bennett & Howard Joynt

A brilliant day 🏆 . Thank you all.

A good selection of hills with variation between them.

Good variety of hills and their associated challenges.

Please can we have reverse order running mid-way through?

Maybe drop hill 3 to keep the event flowing?

Knowledgeable organisers and marshalling team; all extremely friendly.

A terrific day on the hills. Big thanks to all organisers and marshals.

36 hills attempted - that must be the trial of the year.

I would describe it as millionaire trialling, great sections, great marshals, no queues, good weather, lots of fun. Many thanks to SCON.

Marshals

In response to the last comment above.....

"From someone who has competed in many events over the years, I hope you realise just how encouraging and uplifting that comment is for the whole team. Thank you."

Excellent venue, good weather, appreciative and happy competitors.

More competitors would have been good, though fewer meant we got home earlier!

We really needed more marshal's and a few more competitors

Teamwork was the key to a successfully run and well organised day.

Police in Bradford pulled over a local lad and were amazed to find the car taxed, MOT tested and insured. It wasn't stolen and no stolen goods or drugs were found in the car. The driver was sober AND he had a full licence and no points on his licence.

A police spokesman said, "We had no option but to fine him £80 for wasting police time!"

AEMC STAGE RALLY CHAMPIONSHIP 2025

This championship awards points for finishing positions in your class and last year six scores counted out of nine events run. So it's not a championship only for those with the largest wallets. Paul Barrett of Chelmsford Motor Club is the Championship co-ordinator and he has written:-

"Last year's championship was won by Jon Bray and Darren Styles in their MG ZR, only a handful of points ahead of Class F rivals Brian Marquis and Stuart Delf's Peugeot 106. Third place went to the other end of the car spectrum, with Darrell Taylor and Steve McNulty in Class A (who only competed together on one event). For 2026, we are hoping there will be eleven rounds in the championship, with eight to count, placing a premium on consistency throughout the year but giving more flexibility for crews based across the wider geography of the championship."

AEMC Stage Rally Championship 2025 - Final Results - Top 3													
		CLASS	Brands Hatch	Snetterton	Bovington	Donington	Abingdon	Blyton	Bovington	South Down	Rixy at Stanta	TOTAL POINTS	Position
Driver	Club												
Jon Bray	Chelmsford	F	20	20		14	18	18		16	16	108	1st
Brian Marquis	SCCON	F	16	18		12	14	14	20	18	18	104	2nd
Darrell Taylor	Sutton & Cheam	A		10	3		20				18	51	3rd
Co-driver													
Darren Styles	SCCON	F	20	20		14	18	18			16	106	1st
Stuart Delf	SCCON	F	16	18		12	14	14	20	18	18	104	2nd
Steve McNulty	Sutton & Cheam	A	14	16			20	8			20	78	3rd



A three-wheeling action shot of SCCON's Brian Marquis /Stuart Delf during the 2023 Rainworth Skoda Stages at Donington Park. They finished 4th in class. Their car has been further developed since then.

THE RIXY STAGES RALLY 2025 - STANTA MILITARY TRAINING AREA

Nestled neatly between the Christmas and New Year breaks was the third running of the Rixy Stages at Stanta.

With cold dry conditions the eight stages that lay ahead would be very fast and testing for all crews. While the entry was down in numbers compared with 2024, it was still a quality field that made the start. We were seeded at number 24.



I was co-driving for Jon Bray again in his 1400cc MG ZR Trophy. For us it was all about points, the AEMC Championship had come down to the wire and, with Brian Marquis/Stuart Delf still in with a shout of winning overall, we had to finish. And it had to be 3rd in class or better to get enough points on the day! So no pressure.

A solid run through the first pair of stages saw us sitting where we needed to be, 3rd in class, losing a bit of time to Brian and Stuart but we were happy enough, as we just needed no mistakes and no penalties (which would be handed out like sweets for hitting the cones).

The second pair of stages went a lot better, maybe we'd relaxed a bit and while we found some time, so did everyone else! We were still 3rd, but now having to look over our shoulder at the flying red Mini of Duncan Christmas and Laura Cooledge!

Back to service, and while checking out the car, it was found that the MG's gear linkage was pretty much snapped in half. Luckily we had an extended service while the stage direction was changed, and after a bit of on-the-spot fabrication, a very much temporary fix was completed and off we went.

Stages 5 and 6 were good for us and we made it through with no issues, although we did nearly catch the car ahead of us who had been off into the trees with a wild spin in 4th gear!

So to the final pair of stages, and although we needed the finish we still wanted to enjoy these two stages, and as usual we went quicker than the first pass! OK not quite on the pace of the front two in our class but we gained time on Duncan in 4th and held on to finish the event 3rd in class, which was enough for us to take the AEMC Stage Rally Championship.

Duncan's drive won him the Ian Rix Maximum Entertainment Award as voted for by all the marshals

Of course this wouldn't have been possible without the help of the following people over the season, a year where we have had great results, one shunt and a couple of engine issues! So cheers to Dale and Andrew Lawson, Stuart Delf and Shaun Hadfield, along with our erstwhile service crew of John Styles, Will Bray and Jon Batterbee.

Finally, to Brian and Stuart: it's been one hell of a battle all year, you guys have been flying in the latter part of the season and have really pushed us along, cheers!

Darren Styles January 2026

Because Stanta is a Ministry of Defence site, photography on the site is severely restricted and Andrew Manston (M & H Photography) wasn't present. Hence we have no pictures of Brian Marquis and Stuart Delf during the Rixy Stages, but the following photo of Laura Cooledge with SCCON member Vini Cruz co-driving gives a good impression of some of the territory used for the Rixy Stages.



WSMC's Laura Christmas and SCCON's Vini Cruz on the Rixy Stages 2025 in their Toyota GT86

It was good to see a more unusual car rallying in East Anglia, but Laura's Toyota GT86 coupé suffered clutch failure on the first test, incurring a maximum on one of the longest stages. But she managed to drive all the remaining stages without the clutch and they finished the event, albeit as last classified finisher due to her notional stage time of 30 minutes for stage one.

THE MGJ ENGINEERING BRANDS HATCH WINTER STAGES RALLY 2026



Brands Hatch - Jon Bray / Darren Styles MG ZR ahead of Ian Broadfoot / David Rowley's Escort MkVI

Darren Styles co-driving for Jon Bray was the only SCON member competing on the 2026 Brands Hatch Winter Stages Rally. They started their 2026 season well finishing 38th overall, though they would have been three places higher if they hadn't hit a chicane on the first stage. Nevertheless they won their class by a comfortable margin.



Some of the trophies won by SCON's Darren Styles during 2025

This issue includes a lot of reports about local Special Stage Rallying so reporting on the Snetterton Stages Rally 2026 will be included in the next issue.

RALLY REPORT BRANDS HATCH WINTER STAGES RALLY 2026

After a two week break following the Rixy Stages, we set off for Brands for round 4 of the Circuit Rally Championship (CRC).

Eight short stages lay ahead of us, with conditions changing through the day, and a goal of getting more points in the series and starting 2026 with at least a finish!

Stage 1 started with a bang, oil down in the pit-lane saw us clatter a tyre bundle on the chicane and pick up a 30 second penalty, and with the short nature of stages this was going to be tricky to claw back.

So after a quick check of the car we set off for stage 2, reset and ready to go for it, at this point it was still wet but drying, a decent run only blighted by our old nemesis, a random misfire that would then haunt us for the rest of the day.

The rest of the day went well, we still had the misfire, even swapping plugs, coil packs and other parts made no difference, so we pressed on, and as the stages dried we just got our heads down and pressed on. The final stage in the dark was brilliant, the main light bar shook loose so we had a beam of light going all over the place but we put in a stormer of a time, nearly 40 seconds quicker than the next car in class!



Photo by Andy Manston

So it was class 9 win for the CRC, and another step towards defending our overall class win from last year.

After Brands came the EMAMC Clubman Motorsport Awards, 2025 saw us score well in that and Jon went away to collect the awards as I was unable to attend (due to an impromptu SCCON meeting at the Norfolk And Norwich Hospital) but I picked up 2nd overall co driver, class win in the asphalt cup and highest scoring newcomer, chuffed to bits with that!

Jon Bray / Darren Styles

2025 ANGLIA MOTOR SPORT CLUB AUTOSOLO CHALLENGE

Congratulations to SCCON's Sam Carter, the overall winner of this series in 2025. Some other top-scoring SCCON members are shown below.



Autosolo Challenge Overall

Sam Carter	67 points
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AutoSOLO Overall

Robin Lines	63 points
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Class A1

Dominic Pearson	50 points
Hubert Sokolwski	46
Craig Bennett	23

Class A2

Kielan Doo	41 points
Rachael Candy	38
Vic Craven	28

Class B

Mason Lockwood	59 points
Patrick Kane 2nd=	36 points
Kevin Lockwood 2nd=	36 points

Class C

Nick Skuse	58 points
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AutoTEST class

Steve Groom	64 points
Richard Nel	25
Grahame Standen	16

Production Car Autotest clas

Dave Saint	57 points
Jordan Weavers	41
Steve Baldwin	30

CARS AND MOTOR SPORT WORDSEARCH

This Wordsearch has been created by SCCON committee member Nigel Steggles

Y	A	W	R	O	T	O	M	O	L	D
J	V	K	N	A	T	X	O	N	I	H
O	W	D	E	N	U	T	A	S	B	L L
Y	C	A	E	X	Y	B	T	Z	U	I
R	E	D	X	P	A	R	P	T	C	C
E	A	D	H	D	I	E	S	E	L	E
V	N	G	A	B	J	S	L	L	D	N
O	T	S	U	V	B	N	T	S	U	C
C	F	T	S	S	I	U	V	O	W	E
E	O	A	T	A	E	N	O	U	N	A
R	Y	R	A	L	L	Y	T	O	O	S
P	A	T	Y	R	E	S	I	A	I	P
P	A	E	Z	J	K	S	T	A	G	E
D	I	R	Q	I	E	G	E	L	N	E
C	T	P	D	E	W	C	A	Z	E	D
I	N	D	I	C	A	T	O	R	S	F

Your challenge is to find words in the above grid with a theme of cars and motorsport. The words may be spelt forwards or backwards, up or down, or diagonally. There are 22 words to find. Populate the table below with your answers. One word has been highlighted to get you started. The answers are at the3 end of this newsletter.
Good luck, Nigel

1	12
2	13
3	14 RALLY
4	15
5	16
6	17
7	18
8	19
9	20
10	21
11	22

Bill Preston 1937 - 2025

Bill Preston who has been the Club President of Chelmsford Motor Club since the 1970s sadly died aged 88 on Christmas Day.

Via his Prestons Garages of Writtle, he and his family have sponsored the 'One and Only' Preston Rally since 1978 covering a total of 47 times that this event has been run. This may well be the longest continuous sponsorship in British motor sport.

Bill attended as many Preston Rallies as he could, the last time being the 2024 event, and I was able to have a friendly chat with him at the start. Over the years Bill competed in many forms of motorsport but his main interest was rallying.

Here is an extract from a 'Spotlight' newsletter from 1981:

On 31st May SCCON ran our Production Car Trial at Caddes Hill. The event gained 21 entries. Bill and Suzanne Preston knocked the oil filter off their Hillman Imp while unloading it from their trailer. But it was soon fixed by Lyng Garage.

SCCON sends our condolences to all of Bill's family and friends.

Peter Riddle January 2026

SUSTAINABILITY

Motorsport UK has said that motor sport is being challenged around its sustainability credentials. This has been most prominent in the rally community, particularly with regard to forest rallying. MSUK has spent considerable time working with the forestry bodies across the UK to detail their efforts to improve the sustainability of motor sport and to explain its actions towards meeting Net Zero goals. MSUK has achieved an extension to their Master Agreement with Natural Resources Wales and Forestry England that allows ongoing access to forestry land and this extension was due, in no small part, to the Sustainability Appendix compiled by MSUK. The Sustainability Appendix lays out how motor sport is going to embrace sustainability going forward. It also details how every club that organises rallies in the UK must adopt these practices by signing the Sustainable Rally Charter, a document that sets out the expectations for rallying over the next few years.

The following link shows the slide show from a 2024 Webinar covering MSUK's Sustainable Rally Charter:-

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2024/04/Sustainable-Rally-Charter-Webinar-Slides-20240411.pdf>

The main areas of interest in terms of sustainability are: To leave venues (as far as possible) exactly as they were before usage for an event, to reduce energy usage, to minimise the waste produced, and the minimisation of event materials, especially single-use plastics and printed material.

SCCON no longer organises road rallies and our 12-cars are much shorter than they used to be. Many clubs are now collecting data on (some of) the carbon footprint of their events. Typically this is a record of the distances travelled by participants in order to take part in each event. The purpose and the future use of this data seems uncertain.

Motorsport UK is encouraging clubs to get 'Sustainability Accreditation'. However SCCON is no longer organising road or stage rallies, does not have a Sustainability Officer, and is not currently seeking to gain 'Sustainability Accreditation'.

The following Press Release has been received from Roger Bennington, who is a long-serving honorary Vice President of SCCON.



NEWLY MERGED TEAM TO FIELD TWO ASTON MARTIN GT4 CARS IN THE 2026 BRITISH GT CHAMPIONSHIP

GBR Stratton Motorsport announces its formation through a joint venture combining Stratton Motorsport and Graham Brunton Racing, bringing together two highly respected names in UK motorsport.

The newly formed team is proud to confirm that it has been appointed an official partner of Aston Martin Racing and will field two Aston Martin entries in the British GT Championship this season.

The joint venture brings together decades of motorsport heritage and technical expertise, combining Stratton Motorsport's long-standing history with Aston Martin and GBR's winning pedigree in GB4 competition. Operating under the new GBR Stratton Motorsport banner, the team will compete with the full support of Aston Martin Racing, marking the next chapter in its evolution.



*"This is a defining step for both teams," said **Roger Bennington, Team Principal.***
"Combining our strengths under the GBR Stratton Motorsport identity — and doing so as an official Aston Martin Racing partner — positions us for another exciting chapter in our history. We cannot wait to showcase what our combined capability can deliver."

Craig Brunton, Team Manager says *"Our team is buzzing with excitement as we leave the intense world of single-seater racing to embark on a thrilling new chapter in the GT4 category. The next step for us feels incredibly special as we forge a promising new partnership with Stratton Motorsport. It's a dream come true to be competing with a prestigious and high-performance brand in AMR and the entire team is motivated to make an immediate impact on the track. We cannot wait to get started!"*

Further announcements — including full driver line-ups, engineering structure and pre-season testing schedule — will follow in the coming weeks.



ABOUT GBR STRATTON MOTORSPORT

GBR Stratton Motorsport is a professional racing team formed in 2025 as a joint venture between Stratton Motorsport and Graham Brunton Racing.

With a combined legacy across single-seaters and GT competition — and extensive experience with Aston Martin machinery, the team is focused on delivering championship-winning performance while developing the next generation of racing talent.

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Chris Rea

1951 - 2025



Middlesbrough-born Chris Rea died on 22nd December 2025. He is best known for his distinctive guitar style and husky singing voice, but he was, like most SCCON members, a car enthusiast at heart, so these words are mainly about his interest in motor sport.

His music included the following songs about driving: 'The Road to Hell', 'Driving Home for Christmas' and 'Girl in a Sports Car'. And his 'Espresso Logic' album of 1993 features the track 'Johnny Needs A Fast Car' which was a plea for Johnny Herbert, who was then racing a Lotus 107B, to be given a better F1 car. Then in 1984 he wrote 'Saudade' as a tribute to Ayrton Senna. The word saudade is Portugese and means the feeling, emotions and euphoria of a certain moment in time.

Chris wrote and produced the partly-autobiographical film *La Passione* for which he also composed the soundtrack. Shirley Bassey was somehow persuaded to act in the film and Rea's song 'La Passione' was a hit for her.

As a successful singer-songwriter Chris Rea could indulge his love of Ferraris so he bought a 246 Dino road car and then, in the 1980s, he started motor racing in a Caterham Seven that was pictured on the sleeve of his 'Auberge' album. That car was sold in 2005 and all the proceeds were donated to the NSPCC. He also raced a Lotus 23B, a Lola Mk1, a Ferrari 328 and a Lotus Elan Type 26R. In 1991 Chris bought a Ferrari 308 GT4 in which he won an Italian Intermarque Challenge race at Donington Park. I saw him race that car at Snetterton where, in the paddock there was no fuss around him, he was just another very friendly racing driver who enjoyed chatting about cars.

In 1993 he competed as a guest driver in the non-championship British Touring Car shootout, driving a BMW 318is Coupe run by Team Dynamics. Other competitors were David Leslie and Matt Neal and F1 drivers Nigel Mansell and Derek Warwick. Chris was very friendly with Nigel and he gave him his Gold Disc award for 'The Road to Hell', saying "You've been on that road on the way to your F1 World Championship".

Chris was a great friend of Eddie Jordan and during the 1993 Monaco GP meeting, he presented a special recording of Happy Birthday (sung to a Latin beat) to Rubens Barrichello while they were together in the pits. In June 1993 Eddie let Chris drive a Jordan 193 F1 car for 18 laps at Silverstone (about a third of a British GP distance). He described the experience as "unbelievable", especially the incredible braking power of an F1 car.

When Rubens achieved Jordan's first F1 podium finish in the 1994 Pacific GP held at the Aida Circuit in Japan, Chris bought a bottle of champagne for every member of the Jordan F1 team.

Then (on the quiet) Chris was a member of the Jordan pit crew at several Grand Prix during 1995 including at Monaco where he was a tyre warmer and wheel changing mechanic for Eddie Irvine.

At the 2009 Goodwood Revival meeting, Chris raced a 1955 Lotus VI with a Coventry Climax engine and polished aluminium bodywork.

By 2020 he was racing a 1957 Morris Minor in blue and white Police Panda Car livery with the race number 999! Chris said it was a genuine original ex-Brighton Police car, but Panda Cars weren't introduced until the 1960s so it was probably an ex-Police car re-painted in later Panda Car colours. He said the Minor suited him as he got older because it didn't generate such high G-forces as some of his earlier race cars.

Going back to his film 'La Passione', it was the story of a young boy of Italian descent living in 1960s England, who dreams of the glamour of motor racing in Ferraris. He was inspired by the German driver Wolfgang 'Taffy' Von Trips who finished second posthumously in the 1961 F1 Drivers Championship behind the American Phil Hill after losing his life in an accident during the Italian Grand Prix at Monza. They both drove 'shark-nose' Ferrari 156s, considered by many to be one of the best-looking F1 cars ever made. But after an unsuccessful 1962 season Enzo Ferrari had all the shark-nose F1 Ferraris destroyed.

So for the film 'La Passione', Rea commissioned a replica 156 to be built, (and also a visual replica of a 1961 Ferrari 250 TRI 61 Spyder Le Mans sports car). The paintwork on the replicas was carried out by Nigel Mansell Sports Cars. The following video clip shows 1961 F1 champion Phil Hill looking at Chris Rea's superb replica shark-nose.

<https://www.facebook.com/watch/?v=1489730078631156>

And here is a clip of another replica shark-nose being driven at a Goodwood Festival of Speed event <https://www.facebook.com/watch/?v=766239389101562>



Chris Rea with his replica Ferrari 156 shark-nose and Ferrari 250 TRI 61 Le Mans

Chris is survived by his wife Joan, who he met when they were teenagers, and their two daughters Josephine and Julia. Chris wrote songs named after each of his daughters. Recent tributes to Chris have had the common theme that he was a really nice guy; a very kind person.

Peter Riddle January 2026



Chris Rea racing his Lotus Six at the 2009 Goodwood Revival meeting

SOME CO-INCIDENCES !!!

After writing the above tribute to Chris Rea, I watched a film of him talking about the making of *La Passione*. He said that as a young boy he had a scruffy red toy racing car that he loved and he still owned it. It was a Dinky Toys Maserati number 231.



When I was eight years old at school in South Norwood, I had that same Dinky Toy (see photo). Several of my school-friends had other Dinky racing cars and we'd race them during playtimes. On a signal from the boy appointed as starter, all the competitors would give their cars a single push to start them rolling down the slope of the playground and whichever car was the first to reach a chalk line drawn on the tarmac was the winner. I never won a race! My car was either too slow, or if I pushed harder it would overturn, lose a bit more paint, and fail to reach the finish line. When I was about to move away from that school, Christopher Couchman, who'd won a lot of those races, told me his secrets. Chris's Dinky Toys, a blue Talbot Lago and a red Alfa Romeo were longer and heavier than mine which gave them better stability and his Dad had showed him how to oil the axles!

La Passione is all about Ferrari racing cars and I have the same birthday as Enzo Ferrari. The film centres on two Grand Prix racing circuits, the now-disused one at Reims in France and Monza near Milan. I have visited Reims three times and Monza is the only non-UK European circuit where I've watched a Formula One Grand Prix. It was in 1990, the second of the two seasons during which Chris Rea's great friend Nigel Mansell raced for Ferrari. Mansell finished 4th while Alain Prost came 2nd in the other Ferrari behind Ayrton Senna's winning McLaren.

And finally my Nana was called Winfred, always known as Winnie, and she gave the same name to my Mum. Chris Rea's Mum was Winifred Rea (née Winifred Slee).

Peter Riddle

WORLD RALLY CHAMPIONSHIP 2026 - LATEST NEWS

After finishing 2nd on the Monte Carlo Rally, Brits Elfyn Evans and Scott Martin won the Rally Sweden (run entirely on snow), by 14 seconds. They now lead the World Rally Championship as it heads to Africa for round three. They won last year's Safari Rally Kenya, by over a minute and we wish them good luck for this year. The Safari is now run as a Special Stage Event around Lake Naivasha, using roads that have always been part of the Safari's route. Way back in 1977 I was lucky enough to spend two months testing a British Leyland Allegro and two BL 'wedge-shaped' Princesses, fitted with prototype air-conditioning and up-rated rough-territory suspension, around these very same un-surfaced roads. It was hard hot work but it was great fun too!

Peter Riddle



SOUTH SUFFOLK CLASSIC

Organised by

**Eastern Counties Motor Club
& West Suffolk Motorsport Club**

Sunday May 10th 2026

A country tour for Classic & Sports Cars
Through some of the best of Suffolk countryside and visit historic
iconic towns and villages



Start: Garnham's Field, Needham Market, IP6 8RJ. Tea/coffee & Bacon roll included in entry fee.

Lunch time stop: 95th Bomb Group/Red Feather Club, Denham, Eye, IP21 5DG

Finish: Snape Maltings, Snape, IP17 1SP

Entry fee: Just £45

Navigation by Tulip Road Book, competition licences or Club membership not required.

Information and entries: www.southsuffolkclassic.co.uk

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POTENTIAL NEW LEGISLATION FOR UK MOTORISTS

1/ New Drink-Drive laws

In England, Wales, and Northern Ireland, the UK blood alcohol limit for driving is 80 milligrams of alcohol per 100 millilitres of blood or 35 micrograms per 100ml of breath.

It is proposed to reduce these levels to the same as currently apply in Scotland i.e. 50 milligrams of alcohol per 100 millilitres of blood or 22 micrograms per 100ml of breath.

However, since the introduction of the lower limit in Scotland in 2014, there has been no significant reduction in the overall number of road casualties, or of alcohol-related accidents.

Local news items report on many road accidents where a driver has been well above the current alcohol limits, but there seems to be very little (if any) evidence of accidents being caused by drivers with blood alcohol levels between 22 and 35 mcg per 100ml of breath

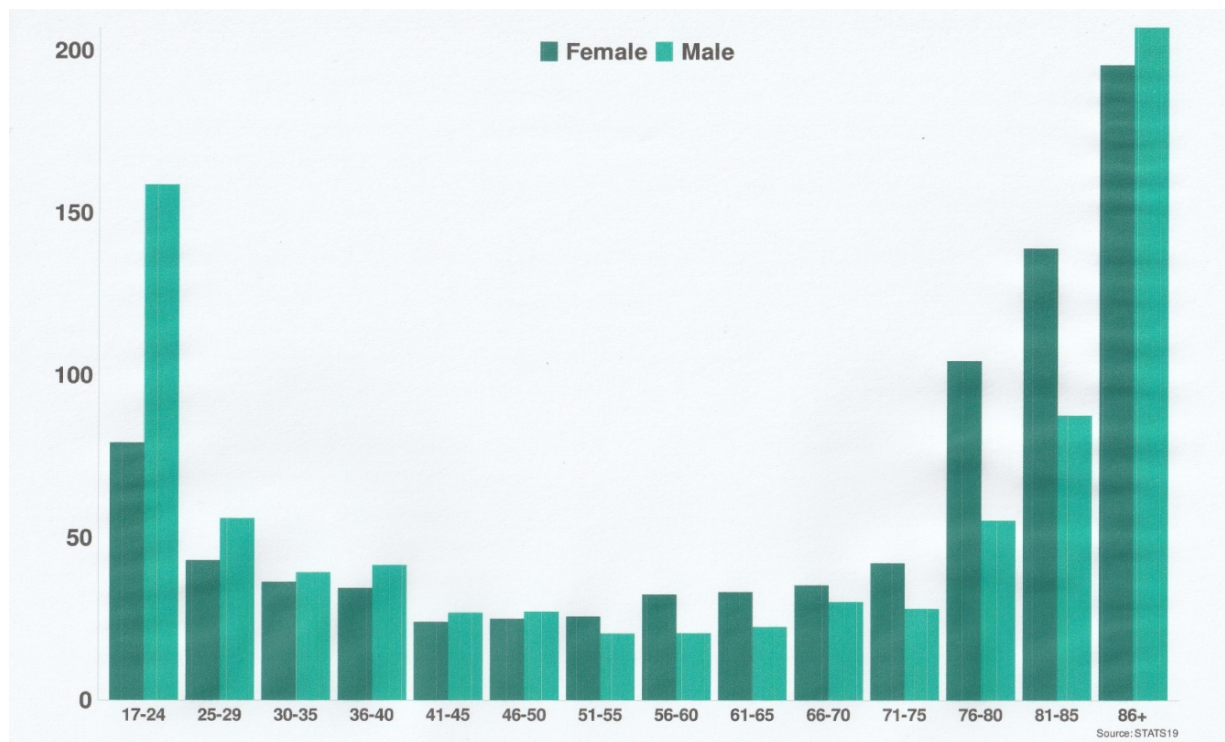
2/ Regular Eyesight Test Requirement for Drivers over Seventy Years Old

It is proposed that drivers over 70 should have their eyes tested every three years. It is argued by some that all drivers should have regular eye tests.

Statistics show that in many accidents involving older drivers, the causes have been either incorrect assessment of another driver's speed or failure to properly observe another vehicle or motor cycle. Both of these reasons may or may not be connected to the driver's ability to meet the eyesight requirements for driving.

The UK Government chart below suggests that if an age is specified for eyesight tests for older drivers, it should be from 75 years old rather than from 70 years.

This chart shows the number of killed or seriously injured car driver casualties in Great Britain during 2023 per billion miles driven, by age and sex.



A worrying statistic from the above chart is the number of serious accidents affecting young drivers. I find it very distressing that, as a nation, we are not able to train and educate young drivers to drive more safely. My personal view is that there is too much emphasis on keeping very exactly to speed limits and not enough to a driver's assessment of potential risks and to always maintaining spacial awareness of other road users in the vicinity of and approaching their own vehicle. I also think that youngsters who have demonstrated some types of criminal behaviour should be denied the right to hold a driving licence.

Peter Riddle January 2026

WORDSEARCH ANSWERS

Here are the answers to the Wordsearch in alphabetical order:-

- 1 DENT
 - 2 DIESEL
 - 3 DISTRIBUTOR
 - 4 EXHAUST
 - 5 INDICATORS
 - 6 LEG
 - 7 LICENCE
 - 8 MOTORWAY
 - 9 NOISE
 - 10 OLD
 - 11 ONE
 - 12 PARTS
 - 13 PISTONS
 - 14 RALLY
 - 15 RECOVERY
 - 16 SPEED
 - 17 STAGE
 - 18 STARTER
 - 19 TANK
 - 20 TUNED
 - 21 TYRES
 - 22 VINTAGE
-