

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

March 2015



SPORTING CAR CLUB OF NORFOLK

ANNUAL DINNER DANCE

WITH

PRIZE GIVING

SATURDAY 16TH MAY 2015

OLD RECTORY HOTEL

CROSTWICK NR12 7BG

7.00pm for 7.30pm, Carriages at 12.00

£30 per person

3 Courses, Coffee & Disco

Black tie or lounge suit

Events in March

Friday
13th March

March Hare
12 Car

Rackheath

Contact
David Bell

Thursday
19th March

Clubnight

White Horse Inn

Contact
Howard Joynt

Friday
27th March

Lyng Garage
12 Car

Lyng

Contact
David Bell

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Downloads available:
(via website or contact David Bell for a paper copy)

[Lyng Garage
Regs & Entry Form](#)

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Mike Lambert

Dale Lawson

Gordon Wellbelove

Lyng Garage 12 Car

Friday 27th March 2015

Round 6 of the 12 Car Championship

The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **White Horse**

Please join us at the White Horse on **Thursday 19th March** for the next Natter & Noggin

Diary Dates

Sunday 15th March
Wattisfield Trial
West Suffolk Motor Club
AMSC Trials
Challenge Round 8

Thursday 19th March
 Club night at the White Horse, Trowse

Friday 27th March
12 Car Round 6
Lyng Garage

Wednesday 1st April
 Management Meeting

Thursday 16th April
 Club night at the White Horse, Trowse

Sunday 19th April
Ivinghoe Trial
Falcon Motor Club
AMSC Trials
Challenge Round 9

Wednesday 6th May
 Management Meeting

Thursday 14th May
 AGM at the White Horse, Trowse

Saturday 16th May
 Annual Dinner Dance & Prize Giving at the Old Rectory Hotel, Crostwick

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Maggy Bateman.

Friday 27th March
 12 Car Round 6
 Lyng Garage

Sunday 29th March
 Cadman Construction
 Woodbridge Stages
 MOD Woodbridge
 Chelmsford Car Club

Sunday 19th April
 Javalin's Jumbo Targa Rally
 RAF Wethersfield
 Chelmsford Car Club

Sunday 26th April
 Debden AutoSOLO
 RAF Debden
 West Suffolk Motor Club

Saturday 30th May
 Norwich Forum Display



[White Horse, Trowse NR14 8ST](#)



2015 Dates	Event	Champ.	Contact(s)
Thursday 1 st January	New Year Treasure Hunt	Clubmans	Julian & Sara Riley
Thursday 15 ^h January	Club night		
Friday 30 th January	12 Car	12 Car	Jonathan Stimpson
Thursday 19 th February	Club night		
Friday 27 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 13 th March	March Hare		David Bell
Thursday 19 th March	Club night		
Friday 27 th March	12 Car	12 Car	David Bell
Thursday 16 th April	Club night		
Thursday 14 th May	AGM		David Leckie
Saturday 16 th May	Dinner Dance		Lorraine Annison
Saturday 30 th May	Norwich Forum		David Leckie
Thursday 18 th June	Club night		
Sunday 21 st June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Sunday 28 th June	AutoSOLO	Clubmans	Martin Newson
Thursday 16 th July	Club night		
Thursday 20 th August	Club night		
Sunday 6 th September	AutoSOLO	Clubmans	Martin Newson
Thursday 17 th September	Club night		
Friday 25 th September	12 Car	12 Car	
Thursday 15 th October	Club night		
Friday 23 rd October	12 Car	12 Car	
Sunday 15 th November	Car Trial	Clubmans	David Leckie
Thursday 19 th November	Club night		
Friday 27 th November	12 Car	12 Car	
Thursday 17 th December	Club night		

Editorial Chair

Martin Newson

Chairman's Report March 2015

Over the last month or so I have been away for work again, meaning of course I cannot give my full attention to club matters. When home it is easier to deal with problems and sort out new events etc

I thought I should bring you up to date with a few things ...

1- We now have the club office/ trailer, it is parked in my driveway for the moment. I will be fitting some shelves to the framework which is already installed inside. Do you have any ideas for anything else we would need (it is already wired for electric)

2- We have a date and place for the dinner the regulations will be out soon. The date is 16th May Venue The Old Rectory Hotel at Crostwick nr Norwich three courses for £30.00 with music to follow. The entry form is included in





"When Reliability Matters"

Norfolk Classic and Sportscars was born from a lifelong passion for motorsports and classic cars, and was established with the aim of providing a reliable and complete service for classic and sports cars, including on event servicing for motorsport events, as well as general servicing, repairs and rally preparation work.

The founder of the company, Robert Kitchen, has been providing on event support for the Endurance/Classic Rally Association since 2000, and has worked on most of their long distance endurance events over the last 11 years. Therefore Norfolk Classic and Sportscars is ideally placed to prepare vehicles for this type of event, as Robert has travelled many of the routes and experienced first-hand the kind of problems encountered by classic vehicles on these types of event.

The company also carries out restoration work, with workmanship undertaken to a meticulous standard. You can see examples of previous commissions in the Projects section. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of the events that Robert has provided mechanical support on:


this copy, please enter this year. The 2014 awards for our club championships will be given out + 2014/ 2015 12 car series awards.

3- May 30th We are having a display outside the Forum in Norwich, we will need a number of cars to display and the car owners will not need to stay all day but it would be good if they could stay awhile to talk to the public.

So if you want to help out by bringing your car please let me (Martin) or Dave Leckie know as soon as possible.

4- June 21st Here we go the details of our 2015 Classic Car Run

are slowly coming together. We will just for one more year starting the Classic Run from Watton High Street, but this year as well as having continued support from Rob Kitchen and his Norfolk Classic and Sports Car garage in Fakenham the Eastern Daily Press is going to publicise the weekend in a number of articles on the lead up to the event.

We will need your support to make this year another success. We will need even more marshals in the high street and at two other satellite sites on the edge of town.

Please contact Christine or me on 01502 716280 or email cjnewson32@yahoo.co.uk

5- We have secured a venue for our AutoSOLO rounds. The dates are June 28th and September 6th we will let you

have full details soon.

Round 1 Targa Series 2015

On Sunday 19th April 2015 Chelmsford Motor Club will organise a single-venue Targa Rally at Wethersfield Airfield near Braintree, Essex.

Wethersfield was used for CMC / WECC stage rallies in the late 1990s and is home to the MoD Police.

The Targa rally has a number of one to two mile driving tests set out in different layouts which will vary during the day.

Javalin Network Services Ltd sponsored the first CMC Gymkhana (a formula that has now evolved into Targa) back in 2002. Javalin is one of the leading Network Infrastructure and Audio Video Solutions installers in the south of England. Working primarily in the education sector, the company has amassed a great deal of experience in installing on time, within budget and with the minimum of fuss. www.javalin.co.uk

We are electing to run this event as closed-to-club – which avoids the need for an MSA competition licence, but means all competitors must produce a CMC club card at signing on. Please apply for membership via chelmsfordmc.co.uk/Membership if needed.

2015 SCCON Membership Renewals

Hello everyone,

31st March is almost here and its membership renewal time.

It is entirely thanks to you all that we can organise club events and continue to be active part of the motor-sport community.

Individual Membership is just £14 per year.

Family Membership is just £18 per year.

To renew you membership, you can write to me, including your membership fee, at the address below.

I look forward to seeing you all soon,

**Grace Philp
Membership Secretary.**

**The Old Coach House
Church Hill
Banham
Norwich
Norfolk
NR16 2HN**

email: membership@sccon.co.uk

Cars must comply with R18, so engines can have a maximum of 4 cylinders. MSA rule R18.2.5 only allows forced-induction for petrol and diesel engines under 1500cc. Rule R18.6.6 for daylight road rallies allows cars to be more than one colour, and to carry up to 1250 sq cm of advertising (the area of 2 sheets of A4 paper) ONLY. Large logos will need to be removed or completely covered up. Towing eyes must be fitted and ready for use in case you break down.

There is an award for best historic if there are 5 or more entries with pre-1986 cars.

A souvenir M&H Photography photograph will be emailed to each competitor after the event, so please make sure you all provide correct email addresses.

Tour of Epynt Stages Rally

Andy Lawson and I were meant to be entered for this years event but work and a car still in kit form in the garage meant no go.

As we had booked the weekend off, we thought it might be fun just to go over to Wales just for a look and catch up with our friends there. So we meet up at Clive and Linda's house in Clyro just over the border in Wales. Before I left home I managed to arrange for us to do the recce on Saturday morning, so a quick call to Peter Morris and we had a full set of notes to use over the morning recce.

It was well worth showing Andy and Dale around the ranges, we even had the chance to try a different set of notes (and there are lots of differences between the two). It was a beautiful day, windy but warm. I told Andy and Dale it would not last.

Sunday morning, we woke to see the roads around Clyro were quite damp. We drove the 30 miles or so West to the ranges and the closer we got the worse the weather got, the low cloud made visibility around 100 yards or so spectating would not be great.

Parked up near the end of the Burma Road meant we only had a short walk to the spot where we would start our spectating today. We could see the cars as they passed by our feet but that was about all we could see.

As the morning wore on the cloud would come and go and we would get wetter as the rain moved in with clearing skies.

It does make you feel so much better when the sun comes out as it did just after lunch.

The event report is below

In recent times, the opening round of the REIS MSA Asphalt Rally Championship, the **Melvyn Evans Motorsport Tour of Epynt**, has had a history of close finishes. Two years ago, after 80 miles of flat-out motoring, **Steve Simpson** and **Damian Cole** arrived home on identical penalties, with the tie-break going in Simpson's favour while, in 2014, Cole came back to beat **Peter Lloyd** by a solitary second. This time, with just the final stage to go, **Simon Mauger's** Metro 4M4 was nine seconds adrift of the Ford Focus WRC of defending MSA Asphalt Champion Cole and co-driver **Jack Morton**. Then, pulling out all the stops over the ensuing 14 miles, Mauger took ten seconds back to take victory by the narrowest possible margin!

The 105 crews contesting the Port Talbot Motor Club-organised event were greeted by miserable conditions up on the Ranges - not only was the rain coming down but low cloud made visibility particularly difficult over the opening stages. Undaunted, Mauger & Cole shared FTD on the opener before the Metro driver opened up a three-second advantage on the second. Cole moved ahead on SS3 and remained there for the next three stages, before Mauger's late charge sealed his first Asphalt Championship victory since the 2010 Tyneside Stages!

John Indri/Peter James' Darrian T90 slid off the road on the opening stage, losing a minute-and-a-half to the

leaders and dropping to 96th overall at that point. A dramatic fight-back saw the 'yellow peril' arrive back at the finish in Llandoverly in 3rd place, albeit nearly four minutes behind the winners.

Nevertheless, their efforts were rewarded with a good haul of Championship points and a maximum in the Millington Rear-Wheel Drive Challenge which, even without Simon Mauger's Escort, looks as though it's going to be more competitive than usual!

On the subject of the Millington Challenge, although the weather on Epynt did improve as the day wore on (the sun was shining at the finish!), mention must be made of **Roger Hicks/Ian Taylor**. In the worst of the conditions and fighting off a plethora of four-wheel drive machinery, their Escort MkII was up to 3rd overall after five of the eight stages, only dropping to 6th at the end of the day after a time-consuming spin on SS7. Their 'bravery' was rewarded with the **John Horton Motorsport Management 'Star Performer' trophy**- and very well deserved!

Behind Hicks/Taylor, third-place Millington Challenge points went to **Merriman/Curzon**, with the next five places occupied by Escorts of various different shapes and sizes! **Josh Payton/Marcus Mizen, Ian Kenwin/Phil Williams, Paul Evans, Martin Hodgson/Tony Jones** and **Darren & Sue Underwood**, who have forsaken their class-winning Nova for an Escort G3, were next. So, following Indri were the battling Imprezas of **Adge Spencer** and **Bob Fowden**, finishing the day a mere seven seconds apart after 80 miles of competition! Then, behind Hicks, another pair of Subarus were locked in combat for much of the event, with **David Hardie/John McCulloch** getting the better of **Tim Wilson's** WRC version by eight seconds. Indeed, third to tenth places were separated by less than four minutes, with **Richard Merriman/Kath Curzon** (Darrian T90) and **Philip Turner/Simon Anthony** (Mitsubishi Lancer EVO9) rounding off a very competitive Top Ten.

The entry list for the Tour of Epynt was blessed with a healthy 59 Asphalt Championship-registered crews. Class winners included **David & Mathew White** whose Impreza opened its defence of the Group N trophy in the best possible way, and **Gus Greensmith/Michael Gilbey** whose Major Motorsport-run Fiesta finished just outside the Top Twenty to take maximum **AB Motorsport Front-Wheel Drive Challenge** points.

Meanwhile, not far behind Gus Greensmith in the race for FWD points, **Paul Clapham's** Peugeot 106 was next, half a minute in front of **David Earthy/Maria Rayner's** Citroen C2R2 Max which won its class for the second year running.

Two drivers making a welcome return to the Championship after breaks of several years were **Royston Carey** (Renault Clio) and **Tim Seipel** (MG ZR). They chased each other over the Ranges for much of the day, with Carey arriving home a mere ten seconds to the good.

David Morgan's Darrian came out on top of the 1400s, beating the Nova of 2014 Champion **Ian Barnard** and **Steve Brown/Paul Stringer's** Nissan Micra Kit Car. Another Micra, in the hands of **Ian & Margaret Kelly**, also opened its account on Epynt.

NOT NECESSARILY SHY - BUT CERTAINLY RETIRING!

The list of retirements on the Tour of Epynt, especially in the atrocious conditions, was understandably quite long! Amongst the first to go were **Steve Simpson/Patrick Walsh** whose Impreza WRC came off second-best in an altercation with a chicane on the opening stage. **Rob Tout's** challenge for Group N supremacy also ended when his Lancer retired on the opener, while ECU failure accounted for **Roger Moran/Joy Hoyle's** Fiesta on SS2. **Mark Jasper/Don Whyatt's** day came to a premature end on SS5 when their Escort's throttle cable snapped, being joined shortly afterwards by **Simon Chapman's** Proton Satria.

Both the Impreza WRCs of **Rob Swann** and **Simon Bowen/Richard Robinson** left the road, while **Graham Coffey/Aled Davies** were sidelined when their Ford Fiesta WRC suffered gear linkage problems. Former Millington RWD Champions **Richard Felgate/Mark Mason** saw the chance of some points disappear when their BMW M3 retired with suspension failure on the penultimate stage.

Steve Quigley also retired after leaving bits of his Renault Clio scattered over the Ranges!



Marshals Post

Upcoming club events – Lyng Garage 12 Car, Norwich Forum Display, Midsummer Vintage & Classic Car Run

Other clubs:

Wattisfield Trial on Sunday 15th March at Wattisfield Hall (nr Diss) organised by West Suffolk Motor Club

Cadman Construction Woodbridge Stages on Sunday 29th March at MOD Woodbridge (nr Ipswich) organised by Chelmsford Motor Club

Javalin's Jumbo Targa Rally on Sunday 19th April at RAF Wethersfield (nr Braintree) organised by Chelmsford Motor Club

Debden AutoSOLO on Sunday 26th April at RAF Debden (nr Saffron Walden) organised by West Suffolk Motor Club

Further information (if any) available from Maggy Bateman on 01379 783142 – there are also links on the Marshalling page on the club website (www.scccon.co.uk/html/marshalling/marshal.html) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Other Club Dates page on the club website (www.scccon.co.uk/index.html)

			
	Title	Pub Date	Edition
131	Boston & Spalding	22/02/12	D2
132	North West Norfolk, King's Lynn & Fakenham	30/03/11	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	29/01/14	D3
134	Norwich & The Broads, Great Yarmouth	28/11/12	D3
143	Ely & Wisbech, Downham Market	25/07/14	D2
144	Thetford & Diss, Breckland & Wymondham	07/11/12	<u>B3</u>
154	Cambridge & Newmarket, Saffron Walden	13/08/12	<u>D2</u>
155	Bury St Edmunds, Sudbury & Stowmarket	11/11/13	D3
156	Saxmundham, Aldeburgh & Southwold	28/05/13	B3

Anglia Motor Sport Club



2014 / 2015 AMSC Trials Challenge



Round	Date	Venue	Organising Club
1	19 th October	Kensworth	FMC
2	2 nd November	Ivinghoe Aston	FMC
3	16 th November	Lyng	SCCoN
4	30 th November	Wattisfield	WSMC
5	1 st January	Seckford	ECMC
6	18 th January	Harlton	CCC
7	22 nd February	Holbecks	WSMC
8	15 th March	Wattisfield	WSMC
9	19 th April	Ivinghoe Aston	FMC

2015 AMSC AutoSOLO Challenge



Round	Date	Venue	Organising Club
1	26 th April	Debden	WSMC
2	28 th June	tbc	SCCoN
3	19 th July	Woodbridge	ECMC
4	6 th September	tbc	SCCoN
5	27 th September	Wethersfield	CCC
6	8 th November	Debden	WSMC

2015 AMSC Targa Challenge



Round	Date	Venue	Organising Club
1	8 th March	Sculthorpe	KLDMC
2	19 th April	Wethersfield	CMC
3	7 th June	Debden	WSMC
4	5 th July	Wethersfield	CMC
5	5 th September	Debden	WAC
6	15 th November	Woodbridge	CMC

CCC Cambridge Car Club **CMC** (Chelmsford Motor Club) **ECMC** Eastern Counties Motor Club
KLDMC (King's Lynn & District Motor Club)
SCCoN Sporting Car Club of Norfolk **WAC** (Wickford Auto Club) **WSMC** (West Suffolk Motor Club)

2014 / 2015 12 Car Championship

Calendar

Round	Date	Event	Organiser(s)
1	17 th October	P & H Novice	David & Katy Leckie
2	7 th November	Waveney	Peter Riddle
3	28 th November	Waveney Mushrooms	David Mann & Robert Aldous
4	30 th January	AP Tuning	Jonathan Stimpson
5	27 th February	Canada Garage Motorsport	Mark & Lorraine Annison
	13 th March	March Hare	David Bell
6	27 th March	Lyng Garage	Simon Tebbutt & Ian Doble

Canada Garage Motorsport 12 Car

Thanks to Mark & Lorraine for organising and sponsoring and all the marshals: Joe & Brian (Boards), Mark (Scrutineering), Lorraine (Signing On), Lorraine & Linda, Ian & Christine, Mark, Mike, Tom & Glynis (TCs), Paul, Maggy & David (Course Closer), Mark (Results).

Congratulations to Jon & David (1st o/a) and Robert & David (2nd o/a).

Full results should appear next month.

March Hare 12 Car

Results

Car	Class	Driver / Navigator	Fails	Mins	o/a	Class	Club
2	E	Robert Aldous / David Mann		12	1	1	SCCoN
3	E	Ed Haylock / David Smalley		14	2	2	KLDMC
4	E	John Peterson / Ian Graham		20	3	3	SCCoN
1	E	Bob Baker / Brian Cammack		30	4	4	KLDMC
8	N	Rob Kitchen / Jonathan Stimpson		42	5	1	SCCoN
7	N	Paul Smalley / Matthew Smalley		52	6	2	KLDMC
12	N	Mark Annison / Ian Humphrey		81	7	3	SCCoN
10	N	Gordon Shipley / George Shipley		111	8	4	SCCoN
6	E	Dale Lawson / Andrew Lawson	1	56	9	5	SCCoN
9	N	Mick Beauchamp / Peter Horsburgh	1	71	10	5	KLDMC
5	E	Mark Banham / Paul Haylock	3	62	11	6	KLDMC
11	N	Tony Hewitt / Chloe Hewitt	4	81	12	6	KLDMC

5am on the day of the event and Friday 13th looked like a stupid day to organise an event but the day ended on a sigh of relief as Gary (AP Tuning) and the Fish & Chip truck turned up at the finish on schedule. 12 starters, 12 finishers, not too many grumbles were enough for a thumbs up from the organisers side of the tent.

A big thank you from the club to everyone who helped out on the night: in no particular order: Gary for letting us loose in his unit, the chip man whose name I should know but unfortunately don't for the catering at the finish, Janice for tea and biscuits at the start and much moral supporting and the merry band of marshals: by control MTC1 – Lorraine & Tom, PC2 – Chris & Susie, PC4 – Christine & Rebecca, STC2 – Mike, STC5 – David & Howard, STC6 – Jez, STC7 – Dave & June, STC8 – Geoff & Maggy, STC9 – Phil & Peter, STC10 – Nick, MTC11 – Percy, MTC12 - Lorraine & Tom, STC13 – Paul, STC14 – Chris & Susie, STC15 – Christine & Rebecca, STC16 – David & Howard, STC17 – Jez, STC18 – Dave & June, STC19 – Geoff & Maggy, STC20 – Phil, STC21 – Mike, TTC22 – Lorraine & Tom, STC23 / MTC24 / Results – Percy, Photos – Bob.

An extra thank you to: Marcus & Andrew (Course Opener) for putting out all the boards and Alan & Chloe (Course Closer) for picking up all the boards.

One or two minor issues on the night were hopefully resolved to everyone's satisfaction.

Congratulations to Robert & David on a very impressive 1st o/a.

The navigation was intended to be straight forward with the longer sections cleanable and the shorter sections guessable – well that was the theory – not a view shared by the majority of the crews at STC10!

Team scores

SCCoN

45

KLDMC

33



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and raising funds for
St Nicholas Hospice Care



A Cambridge Car Club meeting from the early 1950's



**ARE YOU INTERESTED IN
SPRINTING IN 2015?
THEN THIS IS FOR YOU!
THE 2015 ESSEX EXTREME AEMC
SPRINT CHAMPIONSHIP**

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

- Category A: Road Going Series/Specialist Production Cars
(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)
- Category B: Modified Series/Specialist Production Cars
- Category C: Sports Libre Cars
- Category D: Racing Cars

Calendar

There are 20 rounds, from March to October, counting towards the championship using venues at Abingdon, Blyton, Curborough, Debden, Goodwood, Hethel, Lydden, North Weald, Snetterton and Woodbridge

The best 10 scores will count towards the championship.
Event Supplementary regs will be sent to each registered competitor,
So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

Chris Deal

07920 -840689 (mobile)
aemc@chrisdeal.force9.co.uk

Essex Extreme

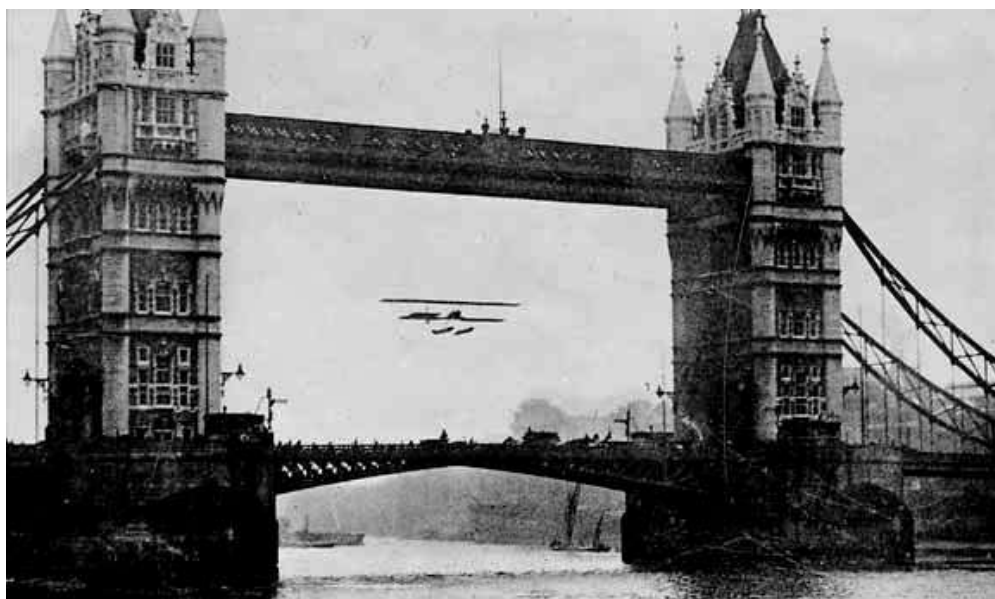
www.essexextremebodyworks.co.uk



www.aemc.org.uk

Tower Bridge

FLYING THROUGH TOWER BRIDGE AND OTHER EVENTS AT THIS LONDON LANDMARK



Frank McClean flies his Short Seaplane through Tower Bridge in August 1912

You may recall that during the Olympics opening ceremony on 27th July 2012 'James Bond' and 'Her Majesty the Queen' flew through Tower Bridge in a helicopter and then parachuted towards the Olympic Stadium. There were too many cables and other obstructions for them to land inside the stadium, so they descended onto a bridge nearby. 'James Bond' and 'Her Majesty' were actually stuntmen Mark Sutton and Gary Connery.

Two helicopters were used: The Queen was supposedly flying in an Italian/British twin-engined Agusta Westland AW139, and the other, fitted with a nose-mounted camera, was G-NETR, a Eurocopter AS355F1 Twin Squirrel based in Inverness. The 'Squirrel' was made in France by Aerospatiale who call it the 'Ecureuil II'.

On the evening of 9th June 2012 the Squirrel flew a test flight passing closely above Tower Bridge, then returned following VERY closely behind the Agusta for three down-river flights through the bridge. After filming the Agusta, the Squirrel returned on its own and made four high speed flights through the bridge, two in each direction. Then the Agusta made two further passes on its own heading down-river. At the time of these flights, the large Olympic Rings had not yet been hung from the upper walkway of Tower Bridge. But by the time of the opening ceremony, the rings were in place and they had been added to all the film shots from the helicopters by Computer Graphic Imaging (CGI). That explains why they flew so close to the roadway and well below the overhead walkway.

The Agusta, which was Westland's own demonstrator based in Yeovil, had recently been re-registered G-OLYM in April 2012 but had no registration markings when it was filmed for the Olympics. It seems that the Civil Aviation Authority has put an embargo on releasing the identity of the two pilots (hmmm?), but the Squirrel pilot, whoever he is, has now flown through Tower Bridge seven times which is more than anyone else.

Anyone else? Well quite a few others have flown through the bridge, and not always legally.....

1912 - Frank McClean In August 1912 less than nine years after the Wright Brothers' first flight, Frank McClean, born in England of wealthy Irish parents, flew his Short-Farman bi-plane up-river through Tower Bridge. To demonstrate his flying prowess, he then flew under London Bridge, Blackfriars and Waterloo Bridges all of which had much less clearance than Tower Bridge, before landing his sea-plane on the river at Westminster to cheers of appreciation. He took off and flew through Tower Bridge again, this time downstream but, just after the bridge, he was caught out by a cross-wind and his plane ended up in the water. Frank was uninjured and the plane was lifted out for repairs. He had first flown in 1908 with the Wright Brothers at Le Mans and during World War 1 he was the Chief Flying Instructor at Eastchurch Airfield in Kent. He was knighted in 1926 and was appointed High Sheriff of Oxfordshire in 1932. There is a 'spot the mistake' in British Pathé's film of his Tower Bridge flights.

1919 - Sidney Pickles In March 1919 Flight-Lieutenant Sidney Pickles, an Australian who had flown with the Royal Naval

Air Service (RNAS) during WW1, swooped his Fairey sea-plane down from 1000 feet and flew through Tower Bridge, up-river, at about 120 mph. Soon afterwards, flying under the bridge was made illegal.

1931 - Chris Draper A Major in the RNAS during WW1 Christopher Draper, by now unemployed and penniless, borrowed a Puss Moth monoplane and flew through Tower Bridge between the roadway and the upper walkways, in the up-river direction, then made a second pass before flying under Westminster Bridge. He was taken to court where he said that, in spite of the lapse of ten years, he wanted to demonstrate that he was still the highly skilled specialist pilot he used to be." He got away with no punishment, and was soon employed for film stunt work and he also became a British double agent spying on the Nazis, even meeting Hitler on one occasion.

1941 - Lighton Verdon-Roe After the Second World War Flight Lieutenant Eric Townsend DFC said "with Bomber Command's losses, never knowing whether today was to be your 'last day' meant that flight crews enjoyed themselves in ways not to be encouraged in peacetime. On one occasion, Sqn. Ldr. Lighton Verdon Roe with his brother Eric on board (*the two sons of the founder of AVRO who built the first Lancasters*), flew a Lanc under Tower Bridge." This statement has not been corroborated, but if true it must have been a prototype because Lancasters only entered service after Eric had been killed in action. The Lancaster's wingspan was increased during its development, but if they had the final version, the wing clearance would have been only 62 feet on each side.

1951 - Frank Miller Frank was egged on by his 13-year-old son who offered his entire savings of 35 shillings if his Dad would fly him under the bridge. So on 25th November Frank, a chemist from Chingford, hired G-AHBO, a Taylorcraft Plus D (forerunner of the Auster) from Denham Flying Club, and made the flight, with his son as passenger, in the up-river direction. He was fined £100, half the permitted maximum, while a certain Chris Draper was watching from the public gallery of the courtroom.

1953 - Chris Draper (again) The 'Mad Major' now aged 61 found himself broke and unemployed again. So on 5th May 1953 he hired an Auster J1 Autocrat registered G-AGYD from a friend which he used to fly through Tower Bridge again, continuing under another 14 of London's bridges including Westminster that has a vertical clearance of only 22 to 46 feet depending on the tide. He missed out three of London's bridges because of cross-winds. On landing at Broxbourne, he said that he expected it to be his last flight and that he would be fined £200. In the event he was fined only ten guineas (£10.50) and his pilot's licence was initially revoked, but it was re-instated only eight months later. He continued flying until 1964.

1954 - Gene Thompson On 12th August, Thompson an American from Texas hired G-AHAI another Taylorcraft Plus D from Denham Flying Club (just like Frank Miller) for less than £4 and flew it solo through Tower Bridge, under London Bridge and then performed a victory roll above Southwark Bridge. His fiancée Helen Brown from Lubbock (Buddy Holly's birthplace) had challenged him to do it and she didn't believe he had until he showed her the evening papers. At midnight that same day, the pair sailed from Southampton before the authorities caught up with Gene.

1968 - Alan Pollock Flight Lieutenant Pollock had flown Gnat trainers as a member of the RAF Yellowjacks display team, the forerunner of the Red Arrows. On 4th April 1968 he'd landed his Hawker Hunter at Tangmere after a fly-past above Chichester to celebrate the granting of the Freedom of the City to RAF Tangmere. On the following day, he should have flown straight back to West Raynham, but he felt disgruntled that there was to be no official celebration of the 50th Anniversary of the formation of the RAF so he decided to make a low level pass over the Houses of Parliament in protest. On the way, he beat up Dunsfold with a high speed low fly-past along the main runway, then flew as quietly as he could to central London where he made three noisy full throttle tight turns just above the Palace of Westminster to make sure all the MP's noticed. He then took a snap decision to fly through Tower Bridge (down-river). He completed this rather dangerous manoeuvre at about 400 mph; scarily, a double decker London bus was crossing the bridge and the vertical gap felt very tiny to Alan who feared he might lose his tail fin, but there was no contact. He thus became the only pilot to complete this feat in a jet. He re-opened radio contact under the fictitious call sign Romeo Alpha Foxtrot 01 (RAF 1) before 'buzzing' the airfields at Wattisham, Lakenheath at Mach 0.93, and RAF Marham. On landing at West Raynham, Pollock was arrested and there were calls for him to be court martialled. But Squadron Leader George Plinston DFC (retired) wrote "*What on earth is the matter with the youth of today? In my day we used to fly whole squadrons of aeroplanes through bridges. At Rouen all of No. 1 Squadron's Hurricanes flew under the transporter bridge one behind the other.*" Pollock was quietly invalided out of the RAF, thus avoiding any embarrassing press reports of court martial proceedings.

1969 - John Howe and Claude Moore On 20th September John Howe from Surbiton and Claude Moore, a motor mechanic from Hammersmith, hired a single-engined de Havilland Chipmunk from Blackbushe aerodrome for £17 saying they were going to the Isle of Wight. But they flew to London instead where each of them flew once through Tower

Bridge "as a tribute to The Few". Moore took the blame and was fined £175 plus £57 costs.

1970 - Chris Francis In June/July 1970, 18 year old Chris Francis had recently obtained his Private Pilot's Licence via an RAF flying scholarship. Accompanied by school-friend Ashley Wilkin he obtained a Piper Cherokee from the Surrey & Kent Flying Club and flew it the 15 miles from Biggin Hill to London where he flew through Tower Bridge. He emigrated to Australia the following day, but when he returned to England five years later, he was prosecuted by the CAA and received a substantial fine.

1972 - Alfred Hitchcock's film 'Frenzy' The film opens with a sequence that appears to show a slow helicopter flight under Tower Bridge while the bridge is open for shipping. It was filmed from a helicopter flown by John Crewdson, but it didn't pass under the bridge. The final part of the sequence was achieved by zooming the shot.

1973 - Paul Martin In the summer of 1973, 29-year-old stockbroker's clerk Paul Martin was on bail following accusations of stock-market fraud. He flew a single-engined Beagle Pup under the pedestrian walkway of Tower Bridge twice, then flew north to the Lake District where he crashed fatally. The inquest verdict was suicide.

2004 - Al Davis The makers of the film Thunderbirds obtained permission to fly under Tower Bridge in July 2004 while the bridge was lifted. In the film, Thunderbird 2 flies under the bridge, but in reality it was pilot Al Davis with cameraman Simon Wherry in a red AS355 Twin Squirrel.

2012 - Michael Devyea On 12th July Devyea, a lorry driver who'd been a pilot in the US armed forces, flew from Biggin Hill with one passenger in a Piper Cherokee 180 with its registration numbers masked over, passing through Tower Bridge and then under Waterloo Bridge. He was identified, lost his pilot's licence and was given a hefty fine. However his brother Jason was stationed on Hungerford Bridge and they sold one of the photographs he took to a newspaper for a lot more than Mike's fine! A passer-by said to Jason "Wow, you were lucky to be here at just the right time". Jason's reply was "Some of us make our own luck!" Mike is now living abroad.

POSTSCRIPTS

1/ The above looks like jolly good fun, but on 3rd February 1957 Flying Officer John Greenwood Crossley flew an RAF Vampire jet on an unauthorised flight under the Clifton Suspension Bridge but almost immediately he crashed into the bank on the Somerset side of the River Avon and was killed by the impact.

2/ Tangmere Military Aviation Museum installed a flight simulator and set it up to represent a Hawker Hunter attempting to fly through Tower Bridge. Alan Pollock had a go on the simulator but failed to make it! Alan's story in his own words is at: <http://www.rafjever.org/4sqnper004.htm>

3/ **1952 - Albert Gunter** In December 1952, a relief watchman made a mistake and allowed Tower Bridge to start opening while London Transport's AEC double-decker no. RT793 was starting to cross the bridge heading southwards on route 78. The driver, Albert Gunter, made a quick decision to accelerate and the bus cleared the gap. It was estimated that there was a horizontal gap of about three feet and a fall of about six feet; fortunately the north side of the bridge was slightly higher. Twelve of the twenty passengers had minor injuries, one with a broken collar bone, and the conductor suffered a broken leg. London Transport initially claimed that the bus was undamaged but the chassis was later found to be bent. Albert Gunter was given a reward of £10 for his quick thinking. In March 2014 the bonnet plate from this bus with the number RT793 sold at auction for £308.

BUT WHAT HAS ALL THIS GOT TO DO WITH SCCON?

Well the following links are all pretty tenuous but here goes.....

- I have an interest in Tower Bridge because in the 1940's my parents used to meet after work at the middle of the bridge. Dad worked north of the river opposite where the Gherkin now stands and Mum worked for Hartley's Jam in Bermondsey; the old red brick building still stands but it has been converted into luxury flats.
- Daniel Craig a.k.a. James Bond went to my old school on the Wirral.
- At the time of the London Olympics my son and former SCCON member Mike, was living in Bromley-by-Bow in East London. Looking down from his 4th floor flat gave a view of the Three Mills Film Studios next door which is where Danny Boyle and his team held their planning meetings for the 2012 Olympics opening ceremony.
- My Grandad was a London bus driver on AEC and Leyland RT buses.

- Tower Bridge has been used for the start of many long distance rallies organised by the ERA (The Endurance Rally Association), including the 'Around the World in 80 Days Motor Challenge' held in 2000 that is the longest car rally ever run.
- We had planned to have a fly-in of Auster aircraft to celebrate SCCON's 60th anniversary. One Auster did fly in to Kimberley Hall for a practice landing and a safety check of the grass air-strip, but on the day it was too windy for such light planes and all thirty of the Austers cried off.
- SCCON members have competed in motor sport events at both West Raynham and RAF Marham airfields mentioned above.
- SCCON's Waveney Mushrooms 12-car traditionally finishes at the Flixton Buck. Just behind the Buck is the Flixton Air Museum where one of the exhibits is a Hawker Hunter FGA9 as flown by Alan Pollock. The Hunter was a very successful fighter aircraft; over 2000 were made and some were still in active use (by Lebanon) in 2014.

A SAD FOOTNOTE

Mark Sutton, the stuntman who parachuted as James Bond during the opening ceremony of the 2012 Olympic Games was a former army officer and son of Air Marshall Sir John Sutton KCB. Sadly, he died in a wing-suit flying accident in Switzerland in August 2014.

Peter Riddle February 2015

LARA, campaigning against prejudice and restrictive practices on behalf of motor sport & recreation

Dear colleague,

Can you pass this to your newsletter editor? We are now posting updates on Facebook and if mention of the LARA page could be made in your club's newsletters it would greatly spread the message:

<https://www.facebook.com/pages/Motoring-Organisations-Land-Access-Recreation-Association-LARA/1387287081581104>

Dave Tilbury

Southern respondent and web team.

www.laragb.org

Rally Review

Rallying is under review this is an article with a Scottish point of view, and it will affect the sport we love very soon.

John Cleland (President of the SACC) and John Fife (Press) were invited to a meeting yesterday (11th March) at the Scottish Government's offices in Leith. It was enlightening, positive and upbeat. It was also decidedly scary!

... Be fearful, be very fearful ...

The sport of rallying in the UK is not just under scrutiny, it is under serious threat. If anyone thinks this is just another tabloid inspired stooshie which will dissipate when the next big sporting tragedy or scandal comes around, they'd best think again.

It's not just a matter of informing those new to the sport, it is every bit as much about re-educating those already involved. What 'old hands' take for granted will horrify those who have never encountered rallying before.

Take motor racing for example. Spectators stand behind a fence, which is behind a banking, behind the armco and behind the run-off area. Rally spectators don't, and the cars are going past just as fast. Neither do motor race circuits allow folk to walk up the track before the race has started or between races looking for a suitable spectating point whilst listening out for the sound of approaching cars before leaping off the road. Rallying can no longer rely on common sense. The eedjits have ruined it for the rest of us and that goes for the rally photographers too. They have failed to control their own actions and curtail the excesses of those new to the profession. No sport can ever be made completely safe, so anyone attending in any capacity has to assume some responsibility for their own actions. All we can do is highlight the risks, illustrate how best to minimise them and ensure that all other relevant safety precautions are taken. Going forward, there will continue to be a requirement for some element of self-policing here. If responsible spectators don't assist and advise the newcomers, or dissuade the numpties, then the new Rally Safety Delegate appointed for each event will have the power to pull the plug on the stage and possibly the whole event. No question. No argument. Done deal.

What is required here is a cultural change. The 'more experienced' have to set an example. Instead of bravado, they should be the first to stand further back, and encourage others to do so too. This will not be easy. Explaining to the uninitiated is one thing, but getting through the various levels of stupidity and ignorance flaunted by a small section of rally followers, will be much more difficult. It will have to be done.

Organisers too will have to view their events differently. When carrying out a recce of the route they will have to seriously consider where spectators should gather and how they access those particular areas safely. That will include the creation of more car parks and route-marking for pedestrian spectator access. At this point it is worth noting that local Forestry Leisure and Recreation managers

are being encouraged to work more closely with rally organisers.

In the same way, those who administer our sport will have to come up with more guidance and practical support. Not just the MSA and not just the regional associations, but all the committee members of individual motor sport clubs. This threat to the future of our sport has to be taken seriously. If anyone reckons they are not up to the task, or unable to assume the workload, then they should step back now and make way for someone who is.

Unless a proper regard for health and safety, and a system of implementation is introduced into the sport, to the full satisfaction of the national government, then their response will be to withdraw permission for multi-venue stage rallies. Simple, and final. And don't think they won't, or can't, do it. Motor sport is regarded as a 'minority' sport. Sufficient public support could not be generated or an on-line petition created that would be big enough to change political minds. And don't think the Forestry Commission will support us either. There is a wind of change blowing through the woods here too. The whole culture of 'Health & Safety' in the forestry industry is undergoing serious change. Neither will the claim that they 'make money out of rallying' hold any substance. Rallying doesn't generate sufficient amounts of income that the FC will defend the sport. They will be pragmatic – is it worth the hassle, or not? Overnight, the nation's rally cars will become museum pieces, because there won't be any bloody rallies on which to use them, and that goes for closed road events too. That's a message that also needs to be understood by the wider motor sports industry, preparation firms, parts and accessory suppliers, equipment providers and all the rest. They have a part to play too in supporting these changes and ideals. All requests for donations to Marshals' 'goodie bags' or help with professional equipment and expertise should be supported as best they can.

The sport now has 24 months to put its house in order. The first 12 months must demonstrate a willingness to adopt and introduce the Safety Review Group's recommendations. A further 12 months will be granted if the sport can show that such change is already well underway.

Over the coming months a number of new practices will be required, and there might be some form of financial support to help, but really it's down to us. And don't go thinking this is simply a Scottish problem, or even a UK problem. The FIA is taking notice of what's going on here especially in view of what happened to a photographer at Rally Sweden just last month. And if you think all this is scaremongering, then think on this. Why else would the Scottish Government 'second' a civil servant to work with the MSA to ensure the implementation of these recommendations? And why have they given this civil servant an initial 12 months with a possible 12 month extension?

If the sport can't be trusted to implement change, no-one else is going to do it for us. Put it this way. Rallying's alternator is knackered, and it will need more than a jump start to keep it going. A new dynamo is needed. This could well be the sport's last chance.

State of the Nation

Exasperation is too strong a word, but reading between the lines, there does appear to be a widely-held belief that rallying has not done enough to explain what progress the sport has made with regard to safety. In other words, it's not enough to make improvements; the sport must BE SEEN to be making improvements. In this case modesty is not a virtue. That is why the sport must demonstrate measurable progress this year. Despite the many improvements that have been made over the past few years, it is only those within the sport who are really aware of them. Hence the Government's insistence on the adoption of its Safety Review Group's recommendations, and also the reason behind the initial 12 months to start implementation and the following 12 months to ensure that procedures and systems are in place. Falling short is not an option.

In the interim if, god forbid, another tragedy should happen in the woods, then the plug could be pulled – instantly. It's not just us that will be held to account, it will be the Government too. The great British public is not renowned for its patience in such matters, they will immediately want to know why more wasn't done. And no doubt some sections of the great British press will be in there too stoke up the fires of fury and ignorance.

The Government's strict timetable for change is therefore understandable. In all fairness to the politicians (apart from one!) and the civil servants there has been a great deal of support so far for the way the sport is run and the steps it has been taking to improve on that. The big trouble is perceived to be that the sport itself hasn't done enough to share 'good practice' and tell those on the outside what has been achieved.

That's not just the fault of the MSA, as the regional associations, the clubs, the event organisers and the championships have all fallen short in the area of communications.

Ways Forward

Taking event organisers as an example. Each event team thinks it is the best and their event is better than all others. Fair enough, but if they come up with a new idea with regard to car parks, spectator enclosures or route marking, they don't tend to tell anyone else. However, you can bet your dirty little dipstick that if a rival organiser spots these innovations then they will adopt and adapt them to suit their own event. In this way there is an established measure of 'sharing good practice' but it's more like school kids copying homework, rather than sharing the lesson around.

The regional associations and the Championships could do more here too by organising seminars to discuss and share good ideas and good practice. Here's another (not mine) excellent idea. Both the Mull Rally and the Snowman produced their own safety video films for websites and social media pages. The best bit about these was the use of local heroes to promote the message. This is much more effective than getting some H&S expert, Police spokesperson or unknown rally organiser to highlight the safest way to wander in the woods. Simply repeating the same 'national appeal' film to all events will lessen

the impact and defeat the purpose. No matter that such films could be amateurish, if the personalities are recognisable that would be more effective. These films could then be broadcast on all social media outlets ahead of each local event so that any would-be spectator looking for information will have the safety message presented to them in an informative and entertaining fashion. I really thought John MacCrone and Stuart Loudon, Donnie MacDonald and Paul Beaton were terrific, but there's no need to involve Equity (the Film Actors Union) – yet. This is an idea that could be taken up by every club who organises an event. And who knows, the MSA might even award a prize at the end of the season for the best safety film – judged by Meeke and Evans? Or maybe Daniel Craig and Sean Connery?

Safety Record

Overall, rallying still has a pretty good safety record compared to other sports, but it lacks the high media and public profile of the 'more popular' sports. However, when tragedy does strike these other 'more popular' activities, there are fewer calls for cancellation and more for investigation and improvement. Unlike minority sports where the un-informed majority howl with indignation and call for them to be banned as a means of controlling risk. When tragedy struck again last year, media and public interest was aroused and questions asked about how and why it could have happened again, regardless of the fact that the circumstances were quite different.

In view of ongoing police investigations little can be said as those involved were asked to refrain from commenting to the press. So whilst it seemed that nothing was being done, this was far from the case. But it is this public perception that is causing concern and so it was no surprise that the politicians got involved.

Which is why the MSA is under pressure and why the timescale for improvement is so short. To those outside the sport who don't know any better it might appear that the sport is incapable of sorting this matter out unaided or without compulsion. The appointment of a civil servant shows the level of importance being attached to the adoption of the Safety Review recommendations.

Given that the sport is now under the spotlight, simply getting on with the job is not enough, you have to tell people and show them that the sport has changed and the process is ongoing.

That is not as easy as it sounds. It is very difficult to get exposure in the popular press, and on TV and radio. The only time they are interested, is when things go wrong.

Many staff journalists and photographers have little or no knowledge of the sport and very few of them feature any reports from events. Indeed many of the main news outlets these days do not have a motoring correspondent on staff, let alone a motor sports reporter, so they have no knowledge or background on which to make sound judgement.

And that's where the danger lies. Inexperienced and ignorant journalists turn up to an event and have

to understand and comprehend the nature of the sport before they can report factually. Typical of this difficulty was a recent phone call when I was contacted after the Snowman Rally by a daily newspaper to write a 200 word report, but when I asked what the fee would be, was told: "We don't do that!"

Here was a professional and salaried editor sitting in an air conditioned office somewhere asking a freelance journalist to do it for nothing. More recently I was asked by a local newspaper for an event preview. At least the caller expressed sorrow that he couldn't pay, but that I would get a by-line. Fame without the fortune, eh?

The Future

That is why mainstream media outlets are happy to accept free copy, but begs the question, how do they exercise control and accuracy over freely supplied information? Sadly, that's just the way the news industry in the UK is at present. And that is what the 'minority sports' are up against. In the mid eighties I actually did some football reporting and there was never any question then of doing it for nothing. Maybe I should go back to it!

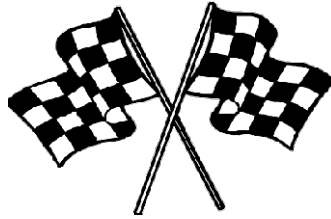
On that basis, rallying needs to do more to ensure that all news outlets get accurate copy. If no-one within an event organising team is willing or capable of doing that, then that might mean having to pay a publicist or freelance to do it. If the sport does nothing to promote itself then it can expect little sympathy when the world's press come calling.

For over 50 years spectating at rallies has been seen primarily as an attraction to rally fans and in the vast majority of cases these fans exercise care when walking into and out of stages and when picking vantage points. In past times, the majority of these folk exercised common sense and took more responsibility for their own personal care. Sadly, that is no longer sufficient. It would appear that people have to be protected from their own stupidity and carelessness. Simply relying on them to show common sense and exercise self preservation is no longer acceptable. On that basis there is now more pressure on organisers to provide advice and guidance.

In more recent times the fringe element has exacerbated the problem of irresponsible behaviour and if this cannot be controlled, there are two options. Ban the spectators or stop the sport.

And whilst the Government might have every sympathy with our efforts, they are pragmatists.

They **WILL** take whatever steps they deem are necessary.



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