

SCCoN Spotlight

The Newsletter of the Sporting Car Club of Norfolk

May 2020



A little look back at some of the cars waiting to start the SCCoN Summer Classic 2019



www.instagram.com/SportingCarClubofNorfolk



www.twitter.com/SCCoNorfolk

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**If you have a story you would like to submit for
spotlight, please email Spotlight@SCCoN.co.uk**

Welcome to Spotlight...

Welcome to the May edition of Spotlight. The strange times continue, and motorsport is still on hold for the foreseeable future. I hope you're all staying safe and not suffering too badly from cabin fever if you're stuck at home.

Unfortunately, the lock down means that many events in the region have had to be postponed or cancelled. This is of course a real shame, but we will do our best to reschedule them where possible, depending on how the COVID-19 situation develops in the coming weeks and months. As most of you will have seen, the government are beginning to make plans for lifting the restrictions, so hopefully we will see some positive news in terms of motorsport soon.

There are still things to do of course, with Dave Bell having kindly organised a table-top rally for April. Thanks to those of you who got involved and, if you missed out, keep an eye out, as hopefully these will continue and help to keep the boredom away.

Like everyone else, I haven't really got much on the motorsport agenda and, as with so many others, I have found myself with time on my hands, having been put onto the government's furlough scheme. As I write this, I've been off work almost four weeks and have just found out that I have another six weeks to go!

The uncertainty is concerning, while being stuck at home can be frustrating, but at least it has allowed me to do a few jobs I was putting off, including sorting out the rusty radiator support on my Clio 197 daily runner. The garage has also been subject to a bit of tidying, and I have been going for plenty of walks and bike rides, so I suppose it's not all bad. It's one of those times where I feel extremely fortunate to live in rural Norfolk, rather than in the middle of a large city.

Now more than ever, I am looking for content to furnish each issue of Spotlight. With no events, there is even more space for interesting stories. As you will see in this issue, Peter Riddle and Paul Doodson have kindly provided stories but, if you would like to share something, or are taking this time to perfect your car, do drop me a line, as I am sure your fellow members would enjoy reading about it.

I hope you all continue to stay safe in these uncertain times, and that we can start to get out and about again soon.

Until next time...

Jon Scoltock – Editor, Spotlight
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If you'd like to read more of my motorsport-based ramblings, you can find me on the below social media channels:



www.Twitter.com/MaximumAttackDT



www.Instagram.com/MaximumAttackRallying

The Month Ahead...

Social Events

Howard – Social Secretary:

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

Diary Dates

Not much ☹️

Marshalling

Marshal Points:

Not much ☹️

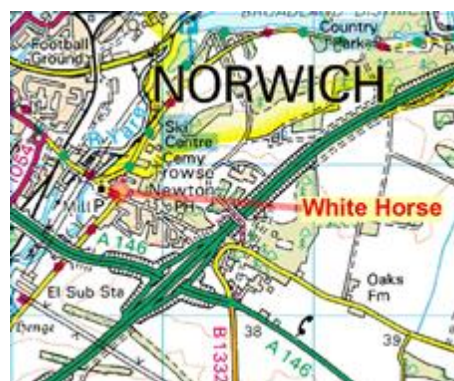
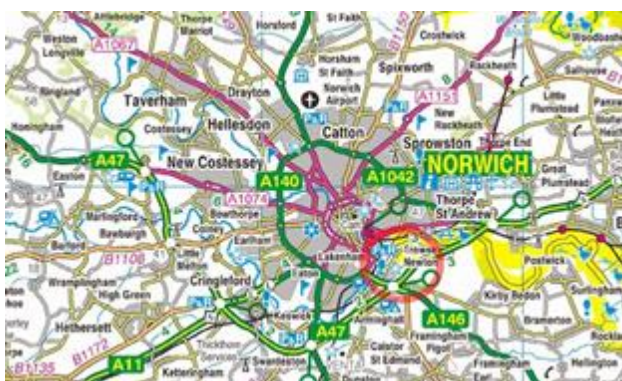
Club Nights

Do not forget that SCCoN club nights are currently held at the White Horse, Trowse, NR14 8ST. Any change in venue will be communicated through Spotlight or the SCCoN website. For directions, please refer to the map at the bottom of the page.

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

Due to the ongoing COVID-19 situation, we have had to cancel our club nights for now. As soon as they are back up and running, we will let you know!

The date for the next club meeting will be announced as soon as possible, so stay tuned!



2020 Dates	Event	Champ.	Contact(s)
PLEASE NOTE THAT, DUE TO THE ONGOING COVID-19 SITUATION, THE DATES BELOW ARE SUBJECT TO CHANGE			
Thursday 16 th July	Club Night		
Sunday 19 th July	Wethersfield AutoSOLO	AMSC AutoSOLO Challenge 2020	
Thursday 20 th August	Club Night		
Thursday 17 th September	Club Night		
Sunday 27 th September	AutoSOLO		David Leckie
Thursday 15 th October	Club Night		
Friday 30 th October	12-Car		
Sunday 15 th November	Trial		David Leckie
Thursday 19 th November	Club Night		
Friday 27 th November	12-Car		

For the latest information on upcoming club events, visit www.scon.co.uk/index.html

Sporting Car Club of Norfolk Rally Navigation Guide

The Rally Navigation Guide on the SCCoN website has been updated to bring it line with the 2020 Motorsport UK Yearbook

Obviously there is far too much information to copy and paste into Spotlight, but the guide can be downloaded from the SCCoN website:

http://www.scon.co.uk/share/pprns/SCCoNPercy12CarRallyNavigationGuide_v3.pdf

Hopefully this guide will be useful to many of you and contain lots of helpful information.

Due to the size of the document, we would recommended that you avoid printing it where possible, as this wouldn't be good for the environment, so please think before printing!

SCCoN Window Stickers

A limited number of SCCoN window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker
measuring 195mm x 80mm.

Please email Mike Smith at mikey.j.smith@btopenworld.com if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that, if there is sufficient demand, more can be printed.



*"When
Reliability
Matters"*

Norfolk Classic and Sports Cars was born from a lifelong passion for motor sports 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 15 years. Therefore, Robert has travelled many of the routes and first-hand experience of the problems encountered by classic vehicles on this type of event.

The company also carries out restoration work with workmanship undertaken to a meticulous standard. You can see some of our clients' cars in the Galleries section of our website at www.norfolkclassiccars.co.uk. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

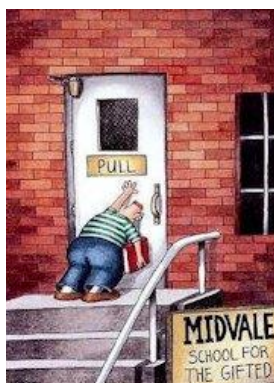
This is a small selection of events for which Robert has provided mechanical support.



Event Report: Percy Pig Table-Top Rally

April 2020

	Class	Total	Tie Break	Section 1	Section 2	Section 3	Section 4	Section 5
Barry	B	3	-	1	1	0	0	1
Dave	E	8	0	1	0	1	0	6
Diane & Matthew	E	9	0	2	1	0	1	5
Dick	E	11	59	3	2	0	1	5
John	B	5	0	1	2	1	0	1
Lucy	N	7	-	1	2	2	0	2
Lucy	E	8	27	0	1	0	2	5
Nick	B	5	671	1	1	1	1	1
Nick	N	11	25	4	2	0	0	5
Nick	E	15	3	4	4	1	0	6
Peter	E	8	0	0	2	0	1	5
Tony	B	8	-	3	1	2	1	1
Tony	N	37	-	10	10	4	3	10
Tony	E	23	-	2	10	0	1	10



There will be a second Table Top running in May and possibly others in June & July

No entry fee and hopefully some entertainment for all levels of experience

Details will be found on the club website

SCCoN Club Clothing

Ali Hodder has very kindly arranged for a new line of club clothing to be produced.

With our nice new club leaflets and recent efforts to increase SCCoN's promotional activities, these are a great addition and perfect for making yourself stand out to other members at events!

These are being produced by EZY-TEES, based in Martham, near Great Yarmouth. They are able to provide a full range of clothing items, including:

T-shirts
Sweatshirts
Hoodies
Zip-up hoodies
Polo shirts

There are a couple of examples below:

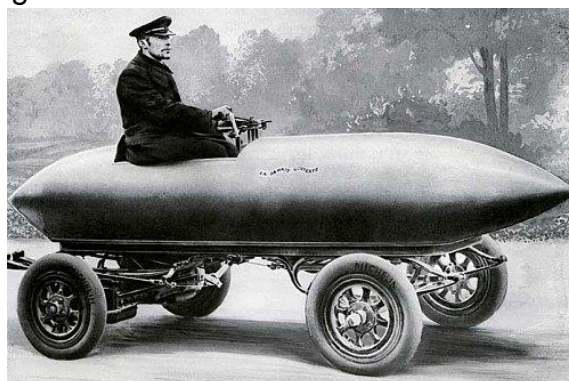


Ali is handling any orders for these so, for full price information, drop her a line at Alison.Hodder@yahoo.co.uk

Coronavirus – What a Drag!

The temporary suspension of all motor sport is disappointing though understandable - but what a drag! So, I thought I'd look at drag in the automotive sense. It was early in the history of the car that some engineers realised the significance of aerodynamic drag.

'Le Jamais Contente', built by the Belgian Camille Jenatzy, and completed in 1898/99 was the first car to exceed both 60mph and 100km/h. Jenatzy understood the need to reduce drag, so he styled his car to be as much like a bullet as possible. If he'd got more of himself inside the bullet, it might have gone even faster. It was powered by twin 25kW electric motors whose power supply was a pair of 100-volt batteries.



From the beginning of the 20th century, drag was a minor consideration for most vehicle manufacturers as they worked to make their cars reliable, affordable and safe. There were some exceptions like this Alfa Romeo Aerodinamica 'Siluro' (or Torpedo) of 1914 with bodywork by the coachbuilder Castagna. The shape had low drag for its time, but Alfa and Castagna maybe hadn't understood that the drag force is directly proportional to both the drag coefficient AND the frontal area. It also increases with the square of the vehicle's speed, which is why driving (say) 10 mph slower can give you a significant improvement in fuel consumption.



Replica of the Alfa Romeo Aerodinamica 'Siluro' in the Alfa Romeo Museum

The frontal area of the Aerodinamica was significantly greater than the open Alfa Romeo tourer it was based on, so its top speed was not much better.

Romania isn't known as a world leader in automotive design, but Aurel Persu, a little known Romanian aeronautical engineer was ahead of the field in the reduction of vehicle drag. He built his Persu car in Berlin in 1928, styling it to be, as far as possible, the same shape as a falling water droplet. His Persu car had a drag coefficient of 0.28, which is better than a modern Porsche Cayman.

Aurel's car was never mass produced and he kept it himself, maintaining it in good running order until, by 1961 it had clocked up 120,000km. He was by then 70 years old, whereupon he donated it, still fully functional, to the Dimitrie Leonida Technical Museum in Bucharest where it has been proudly displayed ever since.



The Persu car of 1928 - Cd = 0.28

Richard Buckminster Fuller was an audacious American architect and inventor. He was a great proponent of the use of structurally robust Geodesic Domes to create buildings of very striking appearance – and in 1933 he also built three prototypes of his own car: the Buckminster Fuller Dymaxion.

It had a low drag body on a very unusual three-wheeler chassis; the Ford V8 engine was at the back driving the front wheels and it had transverse leaf spring suspension and rear-wheel-steering. It also had a periscope for rearward vision and snap-on fabric roofing like the later Citroen 2CV. But its high-speed handling and directional stability were not of the highest order! Despite this, prototype number three was driven a total of 300,000 miles. Its drag coefficient has been measured at 0.25.



A 1933 Dymaxion car in the USA during WW2



2010 replica of the Dymaxion by Sir Norman Foster

A 2012 film 'The Last Dymaxion' was made about the car, suggesting it had been "the first green car". And the film features a replica Dymaxion that was commissioned by the renowned British architect Sir Norman Foster. He has said that his Dymaxion goes "twice as fast" as the Ford V8 car whose engine powers it. When asked by a foreign journalist, "*And how is it driving please?*" he replied, "*It's fun, it's great.*"

Back in Europe, Andre Dubonnet (of the aperitif drinks family) also had a keen interest in automotive engineering. He was a WW1 Air-Ace flying French SPAD bi-planes and he had driven a Duesenberg to fourth place in the 1921 French Grand Prix held at Le Mans.

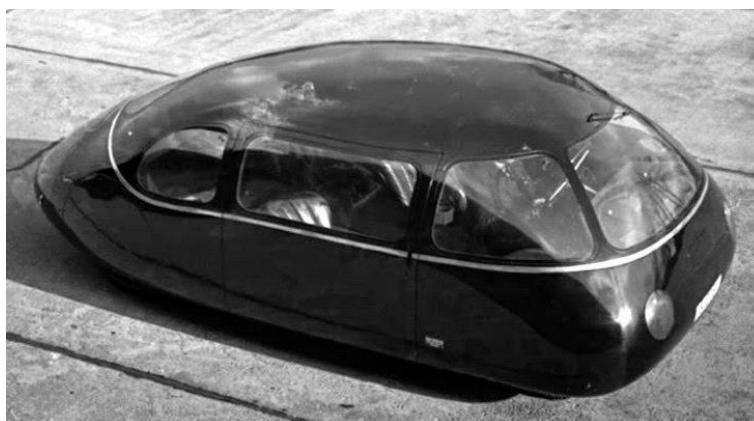
He also invented the 'Dubonnet Suspension', an independent front suspension system that incorporated trailing arms that turned with the steering. (Back in 1958, my Dad bought a 1938 Vauxhall H-type 1203cc saloon that had Vauxhall's 'TT trailing arm front suspension', a development of the Dubonnet Suspension that Vauxhall used on their previous models.) Working with an aerodynamicist colleague called Andreau, Dubonnet designed and built a low drag car that he called the Dubonnet Dolphin.



1936 Dubonnet Dolphin - Cd = 0.28

Like the Dymaxion, the Dolphin used a rear-mounted Ford V8 engine (from Ford France) with a Cotal electrically-operated gearbox. Interestingly, most recent mid or rear-engined sports cars have a 'flappy-paddle' electronic gearshift because, if the selected transmission already has the feature, it is much simpler to adopt it than to design a new manual gear linkage for a rear-mounted gearbox. The Dolphin had rear side doors and a side-hinged front door that pre-dated the Isetta bubble car by seventeen years. It was timed at 108mph versus 79mph for the Ford whose engine it had 'borrowed'. Ford USA were sufficiently interested in the Dolphin that they bought the only prototype.

Karl Schlör, a German engineer from Munich started designing his low drag car body in 1936, and then set about trying to build it into a complete car. He eventually chose the chassis from the rear-engined Mercedes Benz 170H saloon which he modified to accept his (rather heavy) aluminium bodywork. His Schlörwagen had an entirely flat underside and every exterior feature was designed to be perfectly smooth. In this respect he was a true pioneer, years ahead of the rest of the car industry, and the resulting drag coefficient of 0.186 was a remarkable achievement.



1939 Schlörwagen - Cd = 0.186

The 'Schlörwagen' was first shown to the public at the 1939 Berlin Auto Show where, regrettably, its revolutionary advanced shape was disliked by most people who saw it. According to Schlör, his car had a top speed of 145km/h versus 115km/h for the Mercedes 170H, but it was exceptionally unstable in crosswinds. World War Two saw it fitted with a captured Soviet aero engine in 1942, but since then it has been lost and consigned to the large history of automotive 'might-have-beens'. You may have seen the next car being driven (very gingerly) by Chris Harris on BBC's Top Gear. And he claimed it to be the first Porsche, but is it?



1939/40 Type 64 Volkswagen Sport 'KdF-Wagen' - Cd is unknown

It was certainly Ferdinand Porsche's project, though it was styled by Erwin Komenda, but it was manufactured to fulfil a contract to complete three lightweight, low-drag Volkswagen 'Sport' cars for a race from Berlin to Rome. War intervened and the race never happened. This car, known as Type-64 (doesn't sound like the first one does it?) only gained a Porsche badge in 1948 when it was shown at the Innsbruck City Motor Race in Austria. A mid-engined (!) Porsche 356 Roadster drove a demo lap claiming to be "Porsche No. 1" and the Type 64 followed it round the circuit driven by Ferdinand's son Ferry Porsche. Porsche's Museum staff state that the Type-64 is definitely NOT the first Porsche.

Interestingly, RM Sotheby's tried to sell the car at their August 2019 auction in Monterey, California. But there was confusion (not helped by the auctioneer's accent) as to whether bids were for \$13 million rising to \$17 million or \$30 million rising to \$70 million as was shown on the screen. It ended in utter chaos with the Type 64 being withdrawn from the auction and remaining unsold.

Looking at newer cars, Audi made a big publicity splash about the 0.30 drag coefficient of their new Audi 100 when they launched it in 1983, and it was certainly very economical for such a large car. Incidentally, you can't totally trust the drag coefficients that have been supplied over the years by car manufacturers. During my time in the motor industry, it wasn't unknown for cars in the wind tunnel to have their shut lines taped over and wipers removed to give a better test result! And some manufacturers only tested scale models, which usually gave a better result than testing a full-size car. So, what about today? Some of the lowest drag cars available are Tesla's Model X, Model S and Model 3 with drag coefficients of 0.25, 0.24 and 0.23 respectively. It's partly because, unlike petrol and diesel cars, they don't need a drag-inducing route to pass air through their radiators. So, every Tesla is a low-drag electric vehicle, and isn't that where we started 120 years ago?

People Wearing Masks

I expect that, while you have been out shopping, you may have seen some people wearing masks of various construction/design. To be honest, I am not too sure to whose advantage it is that they wear them but, if you go back into history, some 300 years, only the bad and dishonest wore masks.

I am of course referring to highway men. The most notorious of these criminals was Dick Turpin (1705-1739) who, despite trying to give the impression of robbing the rich to give to the poor, was in fact a repulsive, violent criminal, who had no remorse for his victims.

He was born in Hemstead, Essex, and followed his father into butchery and tavern keeping. He soon got bored with that, so took to the highways. His main area of operation was the Great North Road, now the A1. While resting in London, he would stay at the Rose & Crown, near Enfield, which at the time, was owned by Turpin's grandfather. You could be interested to learn that a SCCoN member used to frequent the same hostelry, but I won't mention any names!! Turpin was eventually caught when in York, and hanged, but I am pleased to report that our SCCoN member is still alive and kicking!

You may also be interested to learn that Norfolk had its own version of Turpin, namely one Thomas Easter, born in Aylsham in 1715. His area of operation was mainly between Norwich and Diss, but he did venture further south. He was caught and hanged at Tyburn some 24 years later.

Equality of the sexes existed even then and it wasn't just males that were up to no good. Nan Hereford, born in Ipswich 1662, got into bad company and joined a gang of street thieves. Her main skill was shop lifting and picking pockets, before graduating to working with her new partner, named Kirkham. As SCCoN members will know, we have a Kirkham in our midst, but I am pleased to inform you that our own Alan is not related to the gent mentioned above. Alan's ancestors had a far more exciting life, which I hope to tell you about in a future edition of Spotlight, along with some more stories from club members. Back to the story, and Nan and Kirkham went into business for themselves, holding up rich gentleman, who were found staggering home from their clubs, usually worse for the drink. They soon expanded, taking to the road, plying their trade by robbing people at pistol point. Kirkham was not overly clever at this and was soon caught and hanged at Tyburn. Nan carried in for another six years, before following in the footsteps of Kirkham, also being hanged at Tyburn

Tyburn was a prison, situated roughly where Marble Arch is now. Some highway men were hung at the side of the road and left to rot, which was an early foray into an environmentally friendly type of bird feeder. An example of a road-side gibbet can be found at Caxton Gibbet, to the west of Cambridge on the A428, just off the roundabout, on the left after the Costa coffee shop. It is no longer in use, by the way!

I do hope you have enjoyed the above, especially as there is no motorsport to write about. In the next edition, I plan to have some stories from the members of both AMSC and SCCoN, charting the activities of their ancestors, or of their early working life, well before the days of political correctness!

If you would like to share anything with me, please email me at doodsonp599@gmail.com. I look forward to receiving them – the more outrageous the better!

Lost and Found

You may be selling a car, hunting for an elusive part, looking for help with something, or offering your services as a navigator – if so, this is the place to put it out to your fellow SCCoN members.

If you would like something included in this section, please email some details to Spotlight@SCCoN.co.uk with “Lost and Found” in the subject line and it will be included here for the next issue. Obviously if you want it for more than one issue, you’ll need to let us know.

Offered	Wanted
<p>Vauxhall Race/Rally Memorabilia</p> <div data-bbox="225 589 708 875" data-label="Image"> </div> <p>I have a couple of items of Vauxhall rally memorabilia that might be of interest to member – Vauxhall Chevette HS & HSR book by Graham Robson and a Vauxhall Sport 1978 brochure. I’d like £25ono for both. Email Jon_Scoltock@hotmail.com</p>	



10% OFF AT WILCO MOTOR SPARES

Did you know that Wilco Motor Spares offer SCCoN members a 10% discount on presentation of a valid membership card?

Wilco have branches across Norfolk, Suffolk and Cambridgeshire and have traditionally offered club members a 10% discount in store.

When you are next in-store, don't forget to ask for your discount.

If you have any issues with this promotion, please contact a member of the committee.

FOR SALE – Rover 214i Stage/Targa/Road Rally Car

Alan Kirkham is selling his Rover 214i, as he is looking to put the money into his MGB project.



Many of you will know the car but not know its history:

- Built by MG Motor Sport and then rebuilt by the original owner as he wasn't satisfied (I've met him and I'm not surprised!!)
- Competed on the Paris Peking and Tunisian rally, then acted as the admin car on two subsequent Paris Peking rallies.

This car was built strong and stiff! Of course, over the years, the little car has taken some bumps and scrapes so if you want pretty, this isn't for you, but if you want strong and reliable, this is the one.
Please note, the car is now totally black.

The car has a Motorsport UK logbook and would make a great first car but, to be honest, if you want to be competitive, you would need to fit a bigger engine and move up a class – You can buy a decent one for less than a few hundred pounds, fitting is easy. Of course, as a Targa or 12 car entrant, it is perfect as it is.

One problem is it hit a rock in the desert and has a slight steer to the left – never been a problem for us.

It comes with all the usual things you would expect from a stage car, plus full gas suspension and Mark Annison's special suspension tops, which makes it handle wonderfully. It comes with spares and a complete set of gravel tyres, along with an additional spare set of wheels.

We worked out that, if you took the car apart, you could sell the bits for far more than the asking price, so I think it's a bargain @ £2200.

Call Alan on 07530 231 722 if you are interested

Sir Stirling Moss OBE 1929 – 2020

Stirling Moss died on Easter Sunday 12th April at 90 years of age. Moss came from a motor racing family and a little-known fact is that his father finished 16th in the 1924 Indianapolis 500 Race. He is considered by many to be the best Grand Prix driver who was never World Champion. From 1955 to 1961 he was runner up four times and third three times in the Drivers' F1 Championship, and he won 212 of the 529 races he entered, including 16 Grands Prix.

In 1958 Moss was so nearly World Champion, winning four GP's to the single victory of Mike Hawthorn who took the title. Hawthorn was initially disqualified from the Portuguese Grand Prix for reversing to regain the track after spinning up an escape road. Stirling lobbied for his friend on the basis of "well what else could he have done? and he didn't reverse on the race-track, he only reversed on the pavement". Hence Hawthorn finished 2nd to Moss who won the race. At the end of the year, Moss's sportsmanship cost him the championship by a single point. And which other competitor in Portugal wrote a report on the race after retiring his Maserati on the last lap? – Carroll Shelby, who would go on to create the A.C. Cobra.

In the early 1950's Stirling was also a top rally driver. He finished 2nd overall on the 1952 Monte Carlo Rally driving a Sunbeam Talbot and he was one of only three drivers to win a Coupe d'Or for three consecutive Coupe des Alpes awarded for penalty-free runs on the Alpine Rallies of 1952-54 also driving Sunbeams.

For many years Stirling's name just meant motor racing. One story he told was of being stopped for speeding in London, and being asked by the policeman, "*Who do you think you are, Stirling Moss?*" to which he replied, "*Well actually, yes!*" It's quite a long article, but I commend you to read Denis Jenkinson's report of co-driving Moss to victory in the 1955 Mille Miglia.....

<https://www.motorsportmagazine.com/archive/article/june-1955/14/moss-mille-miglia>