

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

June 2020



Action from Ypres Rally 2019 (mostly because I'm sad it's been postponed!)

Image courtesy of Daniel Gallant



www.instagram.com/SportingCarClubofNorfolk



www.twitter.com/SCCoNorfolk

In this Issue

Welcome to Spotlight	3
The Month Ahead...	4
Event Calendar	5
Club Stickers	6
Event Report: Percy Pig Table-Top Rally	7
SCCoN Club Clothing	8
Six Question Quiz	9
Unlikely Rally Cars	10
Stuie Delf Fundraising	14
Competing Post COVID-19	15
Lost and Found	16
For Sale – Rover 214i	17
SCCoN Life Stories	18

Downloads available:

(via www.sccon.co.uk or contact Jon Scoltock for a paper copy)

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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 June's issue of Spotlight. Each time I write one of these editorials, I hope I will be writing to say that things are back to normal. While we are not yet at that point, I think there is now some light at the end of the tunnel. Motorsport UK have issued guidance on restarting motorsport in the UK, so clubs across the UK are now working to see how we can get events up and running. It looks like things are going to be unusual for a while, but hopefully you will soon be able to get out and enjoy some events, even if they are restricted for the time being. On page 15 of this issue, there is an appeal from Martin Newson for your thoughts on competition restarting so, if you have any concerns and would like to voice them to the club, please get in touch with Martin. I am sure I speak for the whole committee when I say that we want to make you all feel as safe as possible as you return to competition, either as a competitor, a marshal or an official.

I would like to thank those of you that have been sending in content for Spotlight in recent months. Normally, the summer issues would be filled with event reports, but thanks to the likes of Peter Riddle and Paul Doodson, I have still had plenty of interesting stories to include. Dave Bell has continued to organise tabletop rallies as well, with another planned for June and July, so a big thank you to him for his efforts.

I've still been trying to keep myself busy with cycling, reading and doing some jobs that I'd been putting off. A big pile of parts has arrived for my Clio, so I need to get on with fitting those, though typically, now I have them, the weather has turned! I'm sure I'm not the only one that's been tinkering during this period, so if you have been working on your pride and joy, do drop me a line. I know we have some lovely cars in the club, so why not share them with your fellow members? Just send me a few pictures and a bit of information, and I would love to include it. Just a few bullet points are fine. It would be great to run a member's car each month.

I would also like to take this opportunity to congratulate Stuie Delf for his fundraising efforts, running 5k on each day of May. He has managed to raise over £15,000 for East Anglian Children's Hospice so far, which is an incredible achievement. If you would like to donate, there is a link on page 14.

Finally, and it feels like a long time since I've been able to say this, I look forward to seeing some of you at an event soon!

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 ☹️

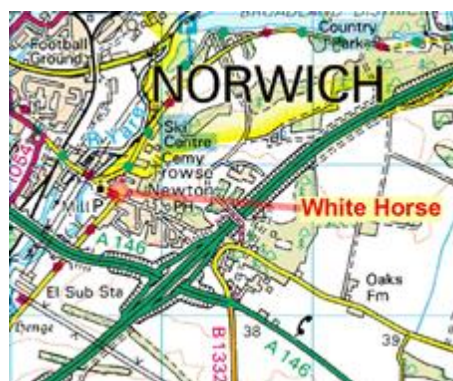
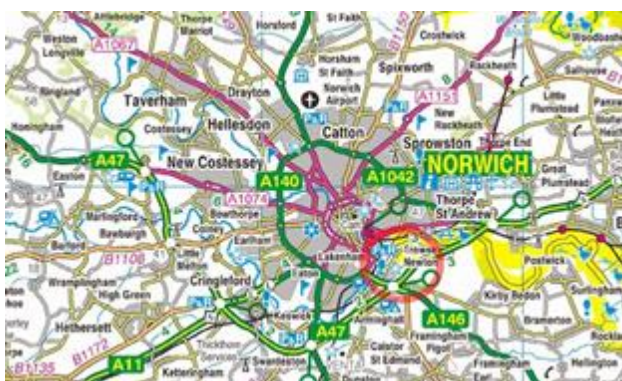
Club Nights

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

May 2020

	Class	Total	Tie Break	Section 1	Section 2	Section 3	Section 4	Section 5
Barry	B	1	5	0	0	0	0	1
Barry	N	4	0	0	0	2	0	2
Barry	E	18	54	5	2	2	4	5
Dave	E	4	24	0	1	1	0	2
Diane & Matthew	E	9	6	0	1	1	1	6
Dick	E	5	0	0	1	2	0	2
John	B	2	113	0	1	0	0	1
Nick	B	4	48	1	1	1	0	1
Nick	N	8	19	1	3	1	2	1
Tony	B	4	-	0	1	0	1	2
Tony	N	6	-	3	2	0	1	0
Tony	E	22	-	10	2	1	3	6

Inter-Club Support Ranking

(just to fill up a bit of space)

Club	April	May	June	July	Total
ECMC	6	5			11
WSMC	4	6			10
CMC	2				2
Unattached	1	1			2
SCCoN	1				1

There will be two more Table Tops,
one in June and one in July

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

Details will be found on the SCCoN 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:

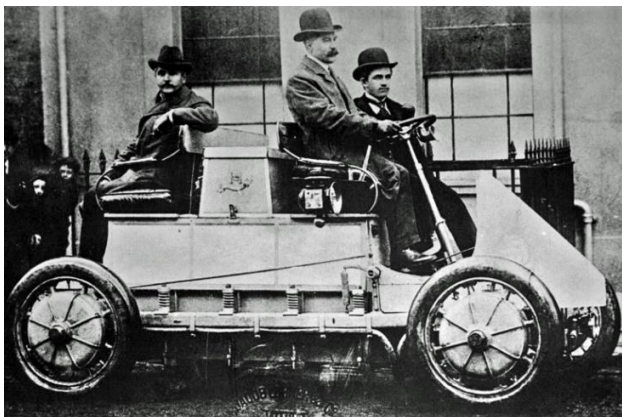


Ali is handling any orders for these so, for full price information, drop her a line at Alison.Hodder@yahoo.co.uk

A Simple Six Question Quiz - Who Designed the Following?

The answer(s) appear on the last page of this issue

- 1/ 1900 Loehner 'La Toujours Contente' Hybrid
The world's first petrol-electric hybrid car.
It also had four-wheel-drive and regenerative
braking. It was supplied to E.W. Hart of Luton to
his own specification. (Austrian manufacture)



- 2/ 1908 Zeppelin LZ-4 engines
(German airship)



- 3/ 1909 Austro-Daimler Prince Heinrich race car
(Austria / Hungary)



- 4/ 1928 Mercedes Benz SSK Supercharged sports
It was the fastest road car of its day.
(Germany)



- 5/ 1937 Auto Union Type-C V16 Grand Prix
520bhp through narrow rear tyres meant that
racing this car was a huge challenge.
(Germany)



- 6/ 1949 Cisitalia Grand Prix (designed with his son)
1.5 litre flat-12 with twin superchargers.
It never raced. (Italy)



Unlikely Rally Cars

One of the things that first appealed to me about rallying was the wide range of different cars entered on events from club 12-cars to the biggest International rallies. The first RAC Rally I watched included: Alfa Romeo Giulia Coupe, Alpine A110, BMW 2002Ti, Datsun 240Z, Fiat 124 Spider, Ford Capri, Ford Escort Twin Cam, Lancia Fulvia HF coupé, MG Midget, Mini Cooper S, Opel Kadett Rallye, Porsche 911, Porsche 914/6, Rover 3500, Saab 96, Skoda 110L, Vauxhall Viva GT, Volvo Amazon and a team of smoking 2-stroke East German Wartburg saloons. Look at the variety of those cars in size, styling, power-train layout, the sounds and even the smells they made! And, less than three years later, I would be navigating in one of the cars I watched on that rally. It was the works-spec Mini Cooper S that Liz Crellin and Pat Wright drove to win the Ladies' Cup.

In this article I'm going to look at two rather improbable makes of car in which to go rallying; Armstrong Siddeley and Humber, both manufactured in Coventry.

Armstrong Siddeley prepared an example of their Sapphire 346 model (registered RAR700) for car dealer Mike Couper to enter in the 1954 Monte Carlo Rally. It had extra safety features, including fog-lamps on telescopic mountings that could be extended and moved further forwards into the fog. It also had rotating headlamp wipers and a thermometer to inform the three-man crew of the outside temperature. They finished the rally, though not in a top position but they did win a prestigious trophy in the Concours d'Elegance competition held at the finish. The telescopic lamps may (or may not!) have provided better lighting in fog, but Armstrong Siddeley no. 234 won the Grand Prix de Sécurité, awarded to the car considered to have the best safety features.

Bouyed by this prize, the factory entered a team of four Sapphire 346's for the 1955 Monte, two starting from Oslo and two from Lisbon. Mike Couper's car had even more features, including a heated element to demist the windscreen. Air Vice Marshall Donald Bennett, who had just set up Fairthorpe Sports Cars, finished 33rd with the other Armstrongs in 39th, 51st and 141st places out of an entry of approximately 400 cars. This was a creditable result for such heavy, unmodified cars and Mike Couper's car in 51st place won the Grand Prix de Sécurité again. The car that finished 141st (after going off the road on a snowy section), was crewed by Douglas and Jeff Uren. Jeff went on to build the range of Savage Fords including his most famous; the Savage Cortina Mk2 fitted with a Ford Essex 3.0 litre V6 engine. Armstrong Siddeley's bosses, who had hoped for a better result, were unfairly critical of their drivers and the company retired from motorsport forthwith.



Mike Couper's entry no. 363 for the 1955 Monte Carlo Rally

But more recently, SCON's very own Membership Secretary, Alan Kirkham, has added to the history of Armstrong Siddeleys in rallying. In September 2017, he entered a Targa Rally, the 'One and Only Complete Rally Services Challenge' in his very smart Armstrong Siddeley Typhoon fixed-

head coupe. This event wasn't designed for the faint-hearted and it used several pretty rough sections that had been used on previous Preston Rallies.



These photographs are printed by courtesy of Andrew Manston of M&H photography

Nevertheless, Alan coaxed his 1946 motor car around the various tracks and stubble fields that comprised the route. He recorded the slowest time on only three of the fourteen timed tests and he finished third in his class. His car was named after the Hawker Typhoon ground attack aircraft of World War II. This aircraft experienced some structural problems that I hope weren't replicated on Alan's car during the tough 2017 CRS Challenge. For rising to the challenge - well done Alan!

Now to rallying Humbers.....

To succeed in the Monte Carlo Rally in the 1950s, it was important not to lose time or get stuck in the snow on the 'Concentration Run' which was the series of different routes, from widely dispersed starting points, before the routes converged for the 'Common Run'. The point of convergence varied, but in the 1950's it was mostly at Bourges or Chambéry. So, a car with a high cruising speed and good ground clearance in case of snow was advantageous. Rootes Group's Humber cars were big, strong, heavy and reliable; both Churchill and Montgomery had used them during the war. The post-war Super Snipe had a 4.1-litre straight-six side-valve engine that produced 100bhp at only 3400rpm, giving a top speed of over 80mph, with great reliability but dreadful fuel economy.



Maurice Gatsonides' Humber Super Snipe on the 1950 Monte Carlo Rally

Maurice Gatsonides who would win the 1953 Monte Carlo Rally driving a Ford Zephyr and who would become infamous for inventing the speed camera (to help him go FASTER round corners!) entered the 1950 event in a Humber Super Snipe.

On arrival at Monaco in 1950, he was one of only five crews completely free of penalty out of the 282 starters. After the final speed and regularity tests he finished second overall.

By late 1958, Rootes had a new-shape Humber Super Snipe with a 2.6 litre overhead-valve engine. What I didn't know when I started writing this article, was that this new Humber engine was very closely based on the engine that Armstrong Siddeley used in their Sapphire model. The two companies had done a deal whereby Humber would get to copy the Sapphire's engine and Armstrong Siddeley would build the new 'fin-tailed' Sunbeam Alpine sports car for the Rootes Group. Rootes entered one of their new Super Snipes in the 1959 Coronation Safari Rally whose route traversed Kenya, Uganda and Tanganyika (now Tanzania), driven by Northern Irishman Ronnie Adams and local navigator John Boyes. Adams had won the 1956 Monte Carlo Rally in a Jaguar MKVII but on the Safari, although he made it to the finish in 13th place out of 30 finishers, he was denied a class award, beaten by works Mercedes and Ford Zephyrs.



Humber Super Snipe on the 1959 Safari Rally



Humber Super Snipe on the 1961 Safari Rally

By 1961, the Super Snipes, had a 3.0 litre engine producing 129 bhp, and Rootes provided factory support for four drivers in the 1961 event, now re-named the 'East African Safari Rally'. One Snipe was driven by Lee Talbot, a Californian Doctor partnered by the 18-stone Kenyan Mohamed Iqbal Mauladad, (known as 'Bali') who was a professional game hunter - by then he was using a camera, rather than a gun. They finished, with their car completely undamaged, in a very impressive fourth place overall out of the seventy-seven cars entered. Motor Sport magazine wrote, *"that the Super Snipe has emerged..... to be a very sound car, is evident from the fourth place occupied by the Talbot/Iqbal car of this type"*.

Lee Talbot has lived to a great age and only retired from racing (in 35 different types of car) last year, at the age of 88. His last racing car was a Ginetta similar to the one owned by SCCON member, Stuart Dobson. In contrast, 'Bali' died at only 43-years old - on my 20th birthday.

Norman Garrad, the boss of Rootes Group Competitions Dept. entered Raymond Baxter, an ex-Spitfire pilot, and the BBC's motor racing commentator before Murray Walker, in the 1961 RAC Rally. He supplied Baxter and his co-driver, Leonard Miller with a new Humber Super Snipe, telling them that after the Safari, he knew that the Snipe's suspension was absolutely unbreakable. This was the first year that the RAC Rally had forestry special stages, 200 miles of them, within a route that

included tarmac speed tests at Oliver's Mount, Mallory Park, Oulton Park, Prescott Hill-climb and the Eppynt Ranges in Wales. The final speed test was held on Madeira Drive at Brighton.



Raymond Baxter driving the final speed test on the 1961 RAC Rally of Great Britain

Baxter said his car "fairly flew" through the forests, leaping and sliding at 80mph on surfaces that would have reduced most Humber owners to first-gear caution. That must have been a sight to see! Baxter drove a very well-judged rally finishing 14th overall out of 161 entrants and winning his class by just eight seconds.

One particular Humber Super Snipe wound up the history of this model in International Rallying. A works example registered 2362 KV, was entered in the 1963 RAC Rally for Peter Harper and Ian Hall, but they failed to emulate Baxter's 1961 result and retired with a broken transmission. The same car was then loaned to Adrian Boyd for the five-day-long 1964 Circuit of Ireland Rally. Boyd had won that event in 1960, but in 1964 he put the big Humber off the road and finished well down the order. The same car was then transferred to the Alan Fraser Racing team who were loyal to Rootes Group cars. Alan Fraser entered a three-car team of Rootes Group cars on the 1964 Spa-Sofia-Liege Rally, the last running of this marathon event. His entries were Adrian Boyd/Beatty Crawford in a Humber Sceptre, Bill Bengry (winner of the 1961 Motoring News Rally Championship) and Ian Hall in a Sunbeam Rapier and John La Trobe with expert navigator and motorsport photographer, David Skeffington, co-driving in the same old Super Snipe 2362 KV.

Adrian Boyd suffered gearbox failure early in the event and he was out. The event was virtually non-stop for four days and nights, so Bill Bengry took to repairing his punctures in the car while David drove. Incredibly, Bill sat on the back seat, levered the tyre beads off the rim, repaired the inner tube and re-fitted the beading; all without stopping. Their reward was 14th overall out of 21 finishers. John La Trobe finished just ahead of Bengry in a respectable 13th place overall out of 98 starters in their Humber Super Snipe, proving once again what a strong car it was. 1964 was the year that Rauno Aaltonen won that 'Liege Marathon de La Route' in an Austin Healey 3000, helped massively by his co-driver Tony Ambrose, who drove many parts of the route including one section of 77 miles in 52 minutes while Rauno slept! It was also the only year a Mini ever finished the 'Liege' - John Wadsworth/Mike Wood's Mini Cooper S in 20th place was a mere five hours behind Rauno's Healey.

They don't make cars (or rallies) like those anymore!

Stuie has now raised over £15,000 - a bit more than his target of £1,000!



Hello, I am Stuie Delf a 13-year old looking to make a difference. So, I am doing '5k May'. I want to cover 5 kilometres for every day of May.

I have chosen to do this for East Anglian Children's Hospice (EACH). This charity is very special to me as they have supported my family and me through a really tough time.

Sadly my brother Fraser passed away on January 17th 2020, at the age of 9. He spent his last few months in the hospice. The hospice allowed us as a family to create some amazing memories with Fraser. In return I would like to raise money for them. Any donation big or small would mean a lot to them and also me. Thank you for reading. I will keep my page updated so you can follow my journey.

Stuie (son of long-time SCCON member, Stuart Delf) has now completed his 31 5km runs throughout May 2020 and his story was reported on BBC1's Look East news programme on 31st May.

You can donate via:- <https://www.justgiving.com/fundraising/ourstarfraser>



How Do You Feel About Competing Post COVID-19?

As you may have read in the recent updates from Motorsport UK, plenty of planning for the return of motorsport has been going on, ready to reintroduce events when restrictions are lifted.

An Anglia Motorsport Club (AMSC) delegates Zoom Meeting was held on the 26th of May, and consideration has been given to what events we might be able to run, what risk assessments need to be made and what precautions we must take.

We now need to ascertain what our members think. Whilst I do not want this to be a formal survey, your thoughts on the way forward would be much appreciated.

Are you ready for a return to motorsport as a competitor, marshal or organiser? Has the lockdown period affected your financial position with regards to competing or marshalling? If we assume that social distancing and no car sharing is the norm, would your views on the return to motorsport change?

Many see motorsport as social events. How would social distancing and requests to limit those attending (family, friends, service crews etc) affect this? (Social distancing applies to travel to events as well).

In summary what are your aspirations for a return to motorsport and what challenges do you see? Who is available and what is achievable and acceptable, without bringing the sport into disrepute? What are the issues that most concern you and what precautions or arrangements would make you feel safe?

Everyone should understand that there must be no pressure applied and individual views must be respected. Some areas in running an event would be fairly easy to resolve, such as minimal marshal contact, results calculated post event from check sheets (although that still involves handling). Harder to figure out is the transfer of equipment and set up, feeding officials and competitors, toilet facilities etc.

Martin Newson would be interested to receive your comments, so he can report back before the next AMSC delegates meeting. If you would like to share your views with Martin, please email him at cjnewson32@yahoo.co.uk

Your views are important, so we would love to hear from you. While some of the Club's committee have already responded, an indication of the way forward from a wider club audience would assist in our planning.

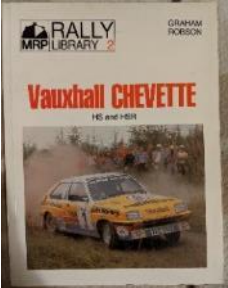
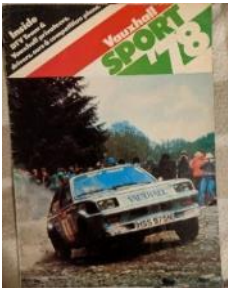
The latest Motorsport UK update indicates they are now accepting applications for permits, with a potential restart from the 4th July. However, as you will appreciate many of the venues we use are still in lockdown. We will update you as to progress with event planning as soon as possible.

Thanks for your assistance.

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 style="display: flex; justify-content: space-around;">   </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

SCCoN Life Stories

As promised in the previous edition of Spotlight, I have put together some funnies taken from people's life experience. They are rather long, but enjoyable. Thank you to everyone for their time and trouble with sending them in. The first batch comes from a gentleman who lives near North Norfolk....

The Life of a Rural Police Officer

In the late 1980s, I worked as an officer in North Walsham which, as you are probably aware, is fairly rural. Myself and my student officer got a report late one night of horses loose on the road near Ebridge Mill. Upon arrival, we found a mare and her foal in the middle of the road, just wandering about. We looked around but could not find any open gates. I got a rope from the boot of the car and tied it around the mare. Not being an expert in horsemanship, I worked out that, "Where the mare went the foal was sure to follow". Having driven about a quarter of a mile, I found a field, unlocked the gate, and called for my colleague to bring the horses down. A few minutes later, I heard a lot of shouting and very fast footsteps. The mare had decided to gallop down the road, followed by the foal, with my colleague still hanging onto the rope for dear life. They shot past the open gate and stopped some quarter of a mile further on. We then managed to put them into the field for the night, but my colleague was completely shattered.

Another story occurred, where an officer was called to a works canteen, which had been invaded by a goat. The staff had managed to coax the goat from the canteen by the time the officer arrived but did not know what to do with it. Anyway, the goat was returned to the police station, in the panda car., sat on the rear seat!

Lastly from this list, is an incident when a call came in about a serious collision. The duty Road Policing Sgt was required to attend the scene, so he gathered up his equipment and rushed off to the scene. On arrival it became necessary for him to make a phone call from his mobile, which he pulled out from his pocket, only to find he had the TV remote in his hand!

The Kangaroo

Many years ago, the then local to Norfolk, bus company had many small out stations, one of which was in Cromer. Next to the garage was an open space. In those days, buses were crewed by two people, the driver and conductor. This particular conductor did enjoy a glass or two after work. It was still dark the following morning when said conductor arrived and just happened to shine his torch on to the open space, only to see a kangaroo in the corner. He told his driver, "There is a kangaroo in the corner!" Not believing him, and assuming he had a pint too many, the driver went out... Sure enough, there was a kangaroo in the corner. The local Police Sgt from Cromer was not overly pleased with the phone call, but did come out, and guess what he found in the corner...a kangaroo. It seems the poor animal had escaped from Cromer Zoo during the night.

As horses have already been mentioned, here is another story from a club member. I expect the more senior members of the clubs will remember the days when milk was delivered this way!

My grandfather was a milkman in Brixham. He drove the horse and cart and delivered the milk in churns. At each place he stopped, people would come out and he would ladle milk into their jugs. All this was well before the days of milk bottles (which, as we can remember, were cleaned and returned – it's called recycling nowadays). On this day, grandfather was delivering milk to the shops in

Brixham High Street, when the klaxon for the lifeboat went off. He knew he had about 10 seconds to get to the cart, but he was behind one of the shops, so he had to run. Sadly, for him, the horse answered the call first and headed off to the lifeboat station at full gallop. I must ask you members, one and all, to picture this in your mind's eye; our member's Grandfather running as fast as he could down Brixham High Street, trying to catch the horse and cart, from which the milk churns were being thrown. The horse beat him to the lifeboat station, but without any milk!

I have tried to conceal the authors of all the above, but alas the piece below defeats me in this endeavour. It is entitled, "Some reflections of the Riley Family", by Julian Riley.

My great Uncle, who was one of the many Brewers in Norwich, became Lord Mayor of Norwich in 1939, the year the Second World War started. During his year in office, they started to build the City Hall, which stands there to this day. He laid the foundation stone and it is engraved with his name etc. His brother, my grandfather, Frederic, who was his youngest brother (one of 13 children) did not get on with his brother, and maintained it was an appropriate place for the stone with his name on, because it is where all the dogs take a piss!!

There is an interesting piece of Pathe News of my great uncle sitting at his desk in the Brewery, giving a rousing speech to the population of Norwich regarding the effort needed to beat the Nazis. We are back there now fighting, we're told, a war against a virus. This time Doctors and Medical staff are on the front line not soldiers.

My grandfather, like myself, was a Civil Engineer and, before the start of the First World War, was setting out the foundations for Cantley Sugar Beet Factory. It was to a Dutch design and the first such factory in the UK and was all dimensioned in millimetres to suit metric bricks. He was building it with imperial sized bricks, which in those days were quite a different size, thus he became very conversant with metric dimensions long before most and, always spoke about the benefits of using metric dimensions, even when he came into our design office in his 95th year. When the First World War started, he became an Artillery Officer. He always said the worst bit of it was having to ride a bloody horse (a typical understatement of the real horrors). He was clearly good at mathematics, so could get his guns on target, and the Germans picked him off early in the war. He was sent home with his injuries and spent the rest of the war at Catterick Army Camp, training Artillery Officers and, by all accounts, had quite a pleasant time, as he had his motorbike with him and had lots of freedom.

He was always very keen on his cars and motorbikes and had new cars quite frequently. I remember early in the 1960s, he purchased a new two-tone Ford Zodiac with white wall tyres, the lot. He and grandmother (who had blue rinse hair and always had a Gold Leaf cigarette on the go) came to visit my family, who at the time were living near the Cotswolds. We went out for a run on the Sunday and ended up in the town of Broadway in the pouring rain. Those that know the town, there is a very steep hill out of the town to the east. As we cruised up the hill, with me sitting between my grandfather and father on the bench seat, my father could not help but notice the wipers slowed so much that they almost stopped. He mistakenly said to his father that the wipers on his new VW Beetle did not do that. Well, my grandfather exploded, saying something like, "Bloody German cars, they are all crap and should not be purchased by a patriot." I was seven or eight-years old at the time, but still remember his outrage at my father for buying a German car.

There was silence in the car all the way home that evening, we certainly did not stop at the pub for a lemonade and a bag of Smiths Crisps. Father and I have always stuck to German cars and now I know why the wipers nearly stopped. I did have a brief flirtation with a couple of Ford Escort Turbo's, but they did not last long before I was back in a German car. The last new car my grandfather purchased was a 3-litre Rover P5 from Mann Egerton, in 1966, which I still have to this day. I think he got fed up with the Zodiac wipers!

And finally, dear reader, I have to go back to when I began to work for a transport company, just after leaving the Army.

I was delivering a container load of whatever to a town I had never been to. It had been raining very hard and, as I came around a bend at the start of the town, there on my right was a bus loading its passengers. But, in front of me, was a very large puddle. No chance of stopping, no one there, so I carried on through the puddle, creating a great big wave. Unfortunately, a traffic warden came around the corner, and was duly soaked.

Under different circumstances, I doubt I would have stopped (now after some 40 years behind the wheel), but I was very new to the job, so I did stop. Anyway, the crew in a Police car, which had been coming the other way, saw the whole thing. I really thought I was for the high jump, but it must have been my lucky day as the officers got out of their car with large grins on their faces. There also was some clapping and cheering from the gathering crowd. The officers asked where I was going, gave me directions, and sent me on my way. Having told the above story to the staff at the factory I was delivering to, they said the traffic warden was not overly popular. He had a wet walk back to the station, as the two officers would not let him in their nice warm dry car!

In a story above, Julian mentions WW2. I was born in 1950 and spent a bit of my childhood climbing over the rubble of demolished houses. There were about four or 5 of us (I was the Mr Big of the gang, chief scrumper). There was one house that was still standing, albeit with supports. In it lived this old lady, always dressed in black. Her garden used to have a wall around it, but it was no more. In the garden was the remains of an apple tree. It did however produce fruit, which the old hag just left to rot. So, in we went and helped ourselves, much to her annoyance. She complained to the local bobby, whose name after all these years, I am ashamed to admit I can't remember. He was huge and we always knew when he was about because we could hear his boots on the pavement. We always knew when we were in trouble because, when he came to visit, he used to put his Police helmet (Police Officers in those days used to wear helmets) on the windowsill for all to see. This meant we had to stash the stuff somewhere else until he had gone. Luckily for us, he had a liking for apple pie, so used to eat all the evidence!!

One day I was on my own and I heard him coming, so I scarpered, only to run around the corner to see this lady trying to cross the road (or so I thought). Trying to get back into the officer's good books, I helped the lady across the road, only for her to turn on me and hit me with her bag. The local barber came to my help, straightened my glasses, by which time the officer arrived. It seems the lady I thought I was helping to cross the road had been trying for over 30 minutes to cross the other way, and I had just taken her back to where she started! The officer helped her across the road and sent me home, but he was a good sort, so he came around to see if I was ok, and duly munched his way through some apple pie. Sadly, that ended our days of scrumping, as the house fell in which the old lady lived, and we moved out to Essex.

Answers to Quiz on Page 9

One man designed everything on the quiz page – Ferdinand Porsche.

He is better known for his collaboration with Hitler to produce the VW Beetle and for founding Porsche AG, but these quiz photos show some of his other achievements. His son was also named Ferdinand (he was known as 'Ferry' to avoid confusion) as was Ferry's eldest son who was nicknamed 'Butzi'. Ferry conceived the Porsche 356 with body design by Erwin Komenda, and Butzi conceived and designed the original Porsche 911.

A SCCON family also has three generations who share the same first name – do you know who they are?