

SCC Spotlight

The Newsletter of the Sporting Car Club of Norfolk

January 2021



Remember What it Felt Like to Compete?!?!

Photo courtesy of Matthew Hodder



www.instagram.com/SportingCarClubofNorfolk



www.twitter.com/SCCoNorfolk

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Editor

Jon Scoltock

Spotlight articles should be emailed to:
Spotlight@SCCoN.co.uk

or posted to:
Spotlight
2A Black Street
Martham
Great Yarmouth
NR29 4PN

Contacts

David Mann

Management Team

President

Chairman

Vice Chairman

Club Secretary

Treasurer

Chief Marshal

Competition Secretary

Social Secretary

Membership Secretary

Spotlight Distribution

Child Protection

Company Secretary

Committee Members

Mark Annison

01263 513052

Andrew Lawson

Peter Riddle

clubsecretary@sccon.co.uk

01953 601174

David Leckie

treasurer@sccon.co.uk

01603 893294

Martin Newson

cjnewson32@yahoo.co.uk

01502 716280

Mike Smith

compsecretary@sccon.co.uk

01603 412053

Howard Joynt

howardjoynt@googlemail.com

07917 060052

Alan Kirkham

membership@sccon.co.uk

07530 231722

Alan Kirkham

spotlight@sccon.co.uk

07530 231722

Christine Newson

cjnewson32@yahoo.co.uk

David Leckie

01603 893294

Mike Lambert

Dale Lawson

Martin Newson

Downloads available:

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

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

Welcome to Spotlight...

So, as 2021 dawns, we find ourselves back under a lockdown almost as strict as we saw back in Spring 2020. Certainly not how we all hoped to start the new year, and far from ideal from a motorsport perspective, but fingers crossed that things will begin to improve as the distribution of the vaccine gathers pace. I'm sure you're all as keen to get back to normal as I am, so let's keep our fingers crossed.

With these latest regulations, Motorsport UK have been forced to withdraw permits for events for the foreseeable future so, as you will see, I haven't included a calendar in this issue. Hopefully the situation will soon improve, but we will keep you updated as to the status of the event calendar as much as possible. You can always find details on the SCCoN/AMSC websites (see Web Directory on the last page). We are still hoping to run the Classic Car Run in June, but will obviously continue to monitor the situation closely.

We know that the last year has been challenging for many people, so we have an important announcement about club membership fees for 2021. Please turn to page 6 for more information.

To continue the theme of announcements, as some of you may have heard, I am going to be leaving the UK for a while as of later this month; heading to Saudi Arabia to join my fiancée and hopefully find myself some gainful employment. This means that I will be stepping away from my role as editor of Spotlight. I will still try to submit bits and pieces where possible, and be involved with the club as much as I can, but won't be quite such a regular fixture, and you will have to direct your Spotlight queries to one of the other upstanding members of the committee.

I'd like to take this opportunity to thank those of you that have helped with compiling the newsletter over the last couple of years, and also to bug you all one last time about submitting stories and content for future issues. The club wouldn't exist without its members, so the more stories we get from you to furnish each issue of Spotlight, the better.

Otherwise, I hope you all have a great 2020 and I hope to see some of you at some events in the summer – provided we're allowed out to play by then!

Until next time...

Jon Scoltock – Editor, Spotlight
Spotlight@SCCoN.co.uk

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

None ☹️

Marshalling

Marshal Points:

None ☹️

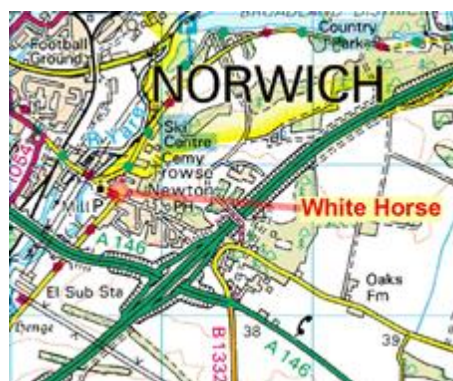
Club Nights

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!



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.



Club Membership Fees 2021

At last year's AGM, it was recognised that, although the Club had done its very best to put on events for members it was proving difficult if not impossible to organise anything in the current Covid crisis. The view was, and has sadly proven to be correct, that it was difficult to see, how we could plan and organise events during the first part of 2021.

So it was agreed that we would offer existing members, who wished to take it, a membership fee holiday for 2021.

The way this will work is that if you wish to take up this option and you pay via Direct Debit then please email treasurer@sccon.co.uk and copy in membership@sccon.co.uk requesting a membership holiday and include your bank details so a refund can be made. If you pay by cheque or other means then please email membership@sccon.co.uk to confirm that you will be taking up the option and you wish to continue as a member of the Club.

Whilst we are giving members this option it is only fair to point out that we do rely on membership fees and that the cost of running the Club, including such things as MSUK and Regional Association memberships, insurance and other fixed costs amount to around £1,000 a year.

The Management Committee and the organising teams are confident that as soon as circumstances allow, we are capable of putting on safe, enjoyable events for members.

SCCoN Management Committee



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

How Not to Wear Seat Belts - As Shown on TV!

by Peter Riddle

During the Coronavirus lockdowns, most of us have probably been watching television a bit more than we normally would. I certainly have but, over the Christmas period, I've been disappointed to see car seat belts being worn incorrectly on prime-time TV shows. It's common practice for people being filmed for television to not wear their seat belts while they're riding in the rear seats of cars or taxis, even though this contravenes the law, but my concern is about some potentially dangerous ways in which the wearing of front seat belts have been broadcast.

The first was during 'Jennifer Saunders' Memory Lane' shown on ITV on 23rd December in which she drove around Port Talbot with Michael Sheen as he reminisced about his younger years when he was growing up in that area. Their car was a lovely red Jaguar E-type fitted with static (non-inertia-reel) lap and diagonal seat belts, and they both had their belts fastened, but neither had been correctly tightened. Hence they both had the diagonal part of their belts as a long floppy strap lying on their laps in front of them where the belts would have been totally ineffective in an accident. Surely they are both old enough to remember the days when static seat belts were commonplace, but I guess they were more preoccupied with 'playing their parts' correctly for the cameras.

The second programme was BBC's 'Last Woman on Earth with Sara Pascoe', shown on 3rd January in which she visited Georgia, formerly part of the U.S.S.R. I enjoyed the programme but was annoyed by one sequence in which Sara was a front seat passenger in a Puch (Mercedes) G-Wagen. Initially she was wearing her inertia reel seat belt correctly but later, as she turned to talk to the driver, her belt was off her shoulder and across her biceps. Soon after that, she had the diagonal strap positioned under her right arm and under both her boobs - oh dear!

The above programmes reminded me of a four-part series that was shown on BBC2 back in 2018, and there's a SCCoN connection here. The programmes were 'Eight Go Rallying: The Road to Saigon' in which eight celebrities in four cars joined in the latter half of The Road to Saigon historic rally organised by the Endurance Rally Association. The four celebrity pairings were Noel Edmonds with his wife Liz, Martin Kemp with his wife Shirlie, TV chef Andi Oliver with her daughter Miquita and the rapper/songwriter Tinchy Stryder with his friend Jordan Stephens.



Noel and Liz Edmonds

All photos courtesy of the BBC



Martin and Shirlie Kemp



Andi and Miquita Oliver



Tinchy Stryder (R) and Jordan Stephens (L)

The connection to SCCoN is because all the cars driven by the four rally crews were supplied by folk well known to our club. Noel Edmonds' MGB GT was prepared by SCCoN member Rob Kitchen at his Norfolk Classic and Sports Cars business in Fakenham. Martin Kemp's yellow Mini and Tinchy Stryder's Hillman Imp were both supplied by Owen Turner's Complete Rally Services in Bury St. Edmunds. Owen is a five times winner of Chelmsford Motor Club's rough tough Preston Rally. And Andi Oliver's red Morris Minor was built by Owen's brother Jamie Turner, who later competed in the same car on the 7th Peking-to-Paris Motor Challenge with SCCoN's very own Julian Riley navigating for him. They won a Gold Medal and finished third in their class despite having one of the lowest powered cars on the event.

The choice of cars and crews for these BBC programmes was never going to make for a fair competition. Admittedly it was a long time ago but, back in the 1970s, Noel Edmonds rallied a works-spec. Group 1 Ford Escort RS2000, so he is an experienced rally driver. There's even a bend named after him on the Epynt military ranges in South Wales where he got it all wrong and rolled his Escort into a heap of scrap. The other crews had no rally experience at all and some of them clearly had limited driving skills, even without the extra challenge of a rally route that took them from Chiang Mai in North Thailand, via Cambodia to the finish in Vietnam. To add a bit of extra spice, some of the sections were speed tests to be driven against the clock.

Their cars had full harness seat belts fitted and with this type of harness, it is vital that the lap belt is positioned as low as possible on the wearer's hips. This part of the harness must be tightened first until it is quite tight, before the shoulder straps are adjusted. As rally enthusiasts, you all know this don't you!!! In the event of an accident, the lap belt provides most of the restraint that keeps you securely in your seat, while the longer shoulder straps undergo some stretching which helps to reduce the forces on your rib-cage and the rate of deceleration of your head.

My gripe about 'Eight Go Rallying' is that it showed many examples of rally seat belts being worn wrongly as shown in the accompanying photos. If the lap belt isn't tight enough, then tightening of the shoulder straps pulls the lap strap up far too high as demonstrated above by Liz Edmonds, Shirlie and Martin Kemp and Andi Oliver. It then lies over the occupant's stomach or lower ribcage with the potential to cause worse injuries in an accident than a correctly worn belt ever would. The only celebrity crew to 'test' their seat belts was the Kemps when Shirlie put the Mini into a relatively light roll-over accident and fortunately, that mishap didn't put nearly as much stress into the seatbelts as a hard frontal impact would have done and both of them walked away pretty much unharmed. They completed the event driving a Ford pick-up truck. There were further examples of bad practice in seat belt wearing: for instance, when Liz Edmonds had her shoulder straps very loose while Noel was driving their MG and when Miquita Oliver wore only one of the shoulder straps of her full harness (see photo). Tinchy Stryder's Hillman Imp broke down; if I remember correctly this was due to some unsympathetic driving of a car with marginal cooling capacity for the high air temperatures of South East Asia, and he too continued in a replacement vehicle similar to a Jeep. This was fitted with lap and diagonal seat belts and you can see in the photo above that the crew didn't worry too much about the positioning of their diagonal shoulder straps.

As far as I can determine, seat belt wearing isn't compulsory in Cambodia or Vietnam, though they must be worn in Thailand, but if you're going to wear them, you should at least put them on properly. I felt that 'Eight Go Rallying' didn't show rallying in a very good light. All the programmes I've mentioned must have had their own Health and Safety advisers but were they competent, and where were they when some good advice was needed?

Mr Grumpy! January 2021

Press Release: Road Rallying (part two)

PART 2 of Mick Briant's Rally Recollections (continuing with the 1954 Monte Carlo Rally)

Interestingly, this particular year, out of 363 entries, a very eager fresh-faced 24-year-old Stirling Moss driving a Sunbeam Talbot 90 with Desmond Scannell navigating was first car away from Glasgow. Finishing 14th overall, they must have encountered problems. A year later in 1955, Stirling won the British GP, his first GP win, in a Mercedes, beating Juan Manuel Fangio into second place.

Below, a young-looking Stirling (L) and Scannell (M) take 2nd overall on the 1952 Monte, again in a Sunbeam Talbot, emphasising that Stirling had, as my research reveals, an illustrious road rally driving career before taking up F1. We all started somewhere, normally right at the bottom and I'm sure Stirling was no exception. My own memories of learning to drive was either grindingly slow tractors or ex-army wagons, a far cry from those of this modern era brought up glued to a Go-Kart and able to drive competitively from about the age of 10.



Another 1950/1960s icon, the Austin Healey 3000 of David Broadhurst, seen below in the Welsh lanes with David driving and John Smith navigating, epitomises style and elegance, and fully deserves the term 'muscle car'. Having owned one back mid-'60s, I can testify that the absence of power steering and a huge 2.9-litre straight-six engine perched over the front wheels, really did take muscles to propel this car through the lanes. I would love to hear from anyone with Healey rally stories, and hopefully a scrap book of Healey photographs.



In 1960, Pat Moss won the Liège–Rome–Liège Road Rally outright in a 'Big Healey'. Another famous Healey was the works example BRX 852B of Timo Makinen with future four-times Motoring News Champion Don Barrow co-driving, taking second overall on the 1964 RAC Rally which was by now a stage rally.

In more recent years we've all been over-indulged by hundreds of horsepower, seduced by cars that stop on a sixpence, but in these early days, it was all about using what little you had and making allowances for what you didn't. Brakes were designed to slow a car, a luxury. Driving, navigating, teamwork, and mechanical skills took centre stage rather than masses of horsepower.

And that brings me nicely to my final crew in this brief study of early British road rallying, a crew that embodied all these virtues as the new decade of the 1960s dawned: Bill Bengry (left in picture), a spanners man through and through, and David Skeffington, a skilled photographer who created the rally photographic brand Foster and Skeffington, a name instantly recognisable to those from this era, and their magnificent VW.



Here Bill and David pose beside their VW 1200 in typical early 1960s rally attire of: suit, white shirt, and tie.

Bill and David had been winning just about every serious British road rally championship: 1st Overall 1960 and 1961 RAC Championship, 1st Overall BTRDA Gold Star Championship, and then came along Stuart Turner's new brainchild as he sought to introduce 'a supreme road rally championship, longer and tougher than all the rest', drawn from the most grueling National road rallies in the UK, a set of rallies designed to scale new heights of distance, speed, endurance, and navigation, which attracted not only the best privateers, but works teams too. Run for the first time in 1961 (coinciding with the first special stage RAC Rally), that was of course the Motoring News Rally Championship, won by Bill that same year, though David missed one event, taking third spot.

Far from the quickest car, however the combination of good mechanical preparation, a talented driver, and an equally talented navigator produced many top ten results, some top five, and the odd win. Like so many men of his era, Bill was a modest individual, first-class mechanic, while David was 'a figures man', quiet and studious, but they made a brilliant team. I remember meeting Bill in the mid-1970s when starting a Welsh Championship rally from his car auction site. He spoke with meticulous fluency about every mechanical aspect of a motor car, clearly having been a major part of his life. While chatting, a young lady novice approached Bill asking for advice, they had a strange sound coming from the front suspension, 'is there anyone who could take a look?'

'Where you parked?' he asked, then walked across to her car, got down on his back, and slid under her car to have a look. What a marvellous role model.



One of my contributors evoking memories of 'when we were young and could get away with anything' sent me a number of old photographs from his scrap book. I am assured that those who

feature in this shot (above) are well known northern rallyists. CAN YOU NAME THEM? The setting is outside Paddy Hopkirk's shop in Peterborough. The dress code and almost obligatory shirt and tie suggests late `50s, early `60s. A good authority tells me that Eric Jackson, Barry Williams, John Barritt, and Mike Hinde are in the shot.

For all sorts of reasons, it is important to remember these road rally pioneers, not just for what they achieved, but how they `persuaded' their mounts to keep going, and the steadily evolving cars and technology that led up to the all-conquering Mk1 and Mk2 Ford Escort, Neil Jones's 130mph TR7 V8, Geoff Birkett's Opel Ascona 400, Bill Gwynne's Vauxhall Chevette HS2300, John Bloxham's Porsche 911, Mick Briant's Lotus Sunbeam, Clive Sissons' Opel Kadett, George Hill's Jolly Club Lancia and many others. Not only were these cars insanely powerful (power to weight ratio), but many weighed little more than a modern motorcycle.

Before I sum up, a last word from one of my contributors: *`It was a fleeting moment in automotive history that now stands tall for its crystal-clear purity of purpose, unfettered regulation and unpaid dedication. We were indeed privileged to have been involved.'* Many will endorse this.

May I press home the point that, while this article focuses on the 1950s and 1960s, it does so in order to explore where more modern road rallying evolved from, and the non-technological skills (by that I mean mechanical rather than computer skills) that accompanied the exponents. It is from these early days that my fifth book will cover angles not previously explored right from 1951 to the point where John Brown's Targa Timing was outlawed in December 1987.

Gathering much of the material, that is meeting up with, chatting through, and personally taking down (or double checking) the many stories and offers of other material received, it has been my intention to travel around the country, visit each person in turn, take down their story, and scan in their photographs. One particular lady, the widow of one of the most famous navigators and co-drivers in British rallying history, has offered complete access to her husband's early rallying life, along with photographs and memorabilia. But it may be some while before we get together. Her husband's story will take centre stage in opening up the new book.

The format will be `similar' to earlier publications: coffee table size, a photographic history of British road rallying, early and modern rally cars, lots of big and impressive photos, professionally type set, and stylishly set on high quality gloss art paper. Needless to say, Covid has violently scuppered my good intentions. It would be grossly irresponsible to risk spreading the virus or putting others at risk.

However, in the meantime, please feel free to email at mick@mickbriant.com, or text to 07975 - 929099. If you are able to send me the bare bones of a story, I can work it up for you, and add you to my `visitors list' for when Sue and I can safely travel again. Don't forget, this will be a story about British road rallying, it will encompass all those decades starting with the nostalgia of the 1950s

(Austin, Morris `Moggy Minor`, Austin Healey, and a whole load of home grown British car manufacturers), the 1960s (Anglia, Mini, Fords of all shapes, including those with the new and revolutionary Lotus Twin Cam engine, 1970s (more Minis, Escorts, Kevin Videan's 240Z, several 911 Porsches, and the new all-conquering Cosworth BDA 16-valve engine), 1980s (a mad time!) cars getting much more powerful, and faster. WRC cars on open public roads - could it last? Posterity tells us it couldn't, but it was great while it lasted.



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.

Web Directory

You can find details of how to follow all of the region's clubs in the table below:

Club	Website	Facebook	Instagram	Twitter
Anglia Motorsport Club	www.amsc.org.uk	www.facebook.com/AngliaMotorSportClub	www.instagram.com/angliamotorsportclub	
Association of Easter Motor Clubs	www.aemc.org.uk	www.facebook.com/TheAEMC		www.twitter.com/TheAEMC
Cambridge Car Club	www.cambridgecarclub.co.uk	www.facebook.com/cambridgecarclub	www.instagram.com/cambridgecarclub	
Chelmsford Motor Club	www.chelmsfordmc.co.uk	www.facebook.com/ChelmsfordMotorClub	www.instagram.com/chelmsfordmc	www.twitter.com/ChelmsfordMC
Eastern Counties Motor Club	www.ecmc.co.uk/site	www.facebook.com/easterncountiesmc		
Falcon Motor Club	www.falconmotorclub.com	www.facebook.com/groups/FalconMotorClub		
Green Belt Motor Club	www.greenbeltmc.org.uk	www.facebook.com/greenbeltmc		
Harrow Car Club	www.harrowcarclub.net	www.facebook.com/groups/125556377629682		www.twitter.com/harrowcarclub
Herts County Auto and Aero Club	www.hertscountyaac.co.uk			
Kings Lynn and District Motor Club	www.kingslynndmc.co.uk	www.facebook.com/kingslynndmc		
Middlesex County Automobile Club	www.mcac.co.uk	www.facebook.com/groups/11164412206		www.twitter.com/m_c_a_c
Motorsport UK	www.motorsportuk.org	www.facebook.com/OurMotorsportUK	www.instagram.com/ourmotorsportuk	www.twitter.com/ourmotorsportuk
Sporting Car Club of Norfolk	www.scon.co.uk	www.facebook.com/groups/8540333831	www.instagram.com/sportingcarclubofnorfolk	www.twitter.com/sconorfolk
West Suffolk Motorsport Club	www.wsmc.co.uk	www.facebook.com/westsuffolkmotorclub	www.instagram.com/westsuffolkmotorclub	www.twitter.com/WestSuffolkMC
Wickford Auto Club	www.wickfordautoclub.co.uk			