

SCCoN Spotlight

Ed's trials

Stage one completed with a clear round. Thank you to each of you who have made positive comments about the latest version of Spotlight. No doubt I will run into posts along the way, or go WD, or stall but I am sure the readership will cheer me on despite my efforts.

Hello again,

We are enjoying February weather as I write this March copy of my trials. Having negotiated the challenging course to completion of my first edition I now feel a little better placed to charge at this issue. With not much in the calendar we could all get maudlin about lack of events or we could take a brighter stance and hope for a number of events later in the year. The SCCoN Classic Run is still on the cards and whilst it isn't rip roaring motorsport it is a good day out for a great many folk and the variety of cars has to be seen to be believed. If you enjoy seeing classic cars doing what they ought to and not under dust sheets or locked away in museums, why not contact Martin and offer your services as a marshal? You won't have to complete time cards, stand in muddy field gateways in the dark or try to understand complex directions. You can enjoy a summer day watching cars from the last century pottering by. In the meantime, what is going on in your workshop? Other than rust and spiders, who has been busy? Let me know. I want to run a "Winter Workshop" series of articles, which means I need you to tell me what is going on out there. You don't need to be Shakespeare, bullet points will do. A list will suffice, such as "Rover; new cam, exhaust guard, weld floor, mount spots" I can hang a story on material like that.

In the words of Delia "Let's be having you!"

Matthew Hodder, the new Editor, Spotlight
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Social Media

Please remember that James Hodder looks after the social media presence of the club which you can find on Twitter and Instagram. There is some training available from MSUK, which David Leckie and other appropriate SCCoN members will be attending. Have you found the club's Facebook page, yet? Try searching **Sporting Car Club of Norfolk** on Facebook.



www.Twitter.com/SCCoNorfolk



www.Instagram.com/SportingCarClubofNorfolk

"Straight roads are for fast cars, turns are for fast drivers."

Colin Mcrae

My First Car

A serial feature—

This is your chance to shine. Let other members know what got you going on your route to success in motorsport. Was it your Mum's mini or a banger bought for peanuts? On the road, or off road?

Write a few lines and send them in. If you have a photo all the better. Let us hear about your first car.

Thank you to

Lucy Meadows for last

My first car

OWR 823

1952 Morris Minor Series II two-door saloon

Not the first car I got to drive solo but the first one I owned. At the end of my first year at college a summer job in one of the textile warehouses on the outskirts of Huddersfield (bit of burling & mending, cutting, packing and best of all ironing on the 'Made in England' transfers) provided the £50 needed to purchase OWR in the summer of 1972 with 70k on the clock. After a year of hitch hiking backwards and forwards between Huddersfield and Derby having a motor was going to make the trips home with the dirty washing much easier. OWR served me well for 5 years eventually being sold for £75 in 1977 with 200k on the clock and I can't ever remember being let down.

Returning to Derby with OWR boosted my popularity being the only one in my circle of friends with transport. Did a lot of taxiing between pubs although most of our drinking was done in the subsidised college bar, on one occasion managing to squish 6 passengers inside for a late-night trip through the centre of Derby – tsch-tsch – all seated but not necessarily on seats! One big adventure was a trip from Derby to Fort William to visit a college friend who had a placement with the Forestry Commission. The M6 had only just been completed and from memory most of the A74 was yet to be dualled. Lost big time in the centre of Glasgow in the early hours, a scary place, but the most memorable bit was our introduction to Scottish licensing laws, sat in a pub on Saturday evening we realised Sunday would be a 'dry' day, so the decision was made to return to Derby for an end of term party, left Fort William



Photo courtesy of Geoff Bateman
From his Alpine Challenge—see the article on page 6—8

We want your story

Spotlight needs you! If you have a story you would like to submit for spotlight, please email Spotlight@SCCoN.co.uk or snail mail the editor



at 10pm on Saturday evening and we were back in Derby early Sunday afternoon, according to my AA route planner currently around 390 miles, so young and oh so foolish! Another memorable adventure was a camping holiday in the Lake District in the summer of 76, yes, the hot one! Based in Keswick one day trip was for a ride on '*La'al Ratty*' with the chosen route via Wrynose & Hardknott passes, east to west was fine, west to east not so! Hardknott is quite steep and bendy, got as far as the second hairpin when gravity took over resulting in a stall at a strange angle, followed quickly by the second lesson of the day as in this situation the handbrake was about as much use as 'chocolate fireguard'! Fortunately, back in the 70s, drivers were a bit more considerate leaving other drivers ample wiggle room to recover from embarrassing situations.

Following graduation in 1974 OWR travelled with me to York for my first proper job in the IT department at Joseph Terry's sweetie factory. Previously I had absolutely no interest in motor sport but that was all about to change. As I'm sure most readers will be aware York was one of the bases for the RAC Rally, back when it was a proper rally, starting and finishing from York racecourse, guess where Terry's sweetie factory was located? I was hooked, spectated at Harewood in 74 but wanted more so joined Selby & DMC and marshalled at Olivers Mount and Boltby in 75 and the rest is history. Back in the 70s local club crews (with deep pockets) were able to mix it with the top boys and looking through the 1974 entry list Mr Table Top (Ray Crowther) was navigating car 176, what a small world. Now, why I joined Selby & DMC rather than the more obvious York MC is one of my memories that has been permanently deleted.

Stats for the anoraks: 803cc A-Series inline-four engine producing 30 hp at 4,800 rpm - top speed 62mph - 0-60 in 52 seconds - 36 mpg - cost new £631 plus some social historical stats: road tax £25 - petrol 33p per gallon - beer 14p per pint - a big thank you to any readers aged 85 and over for 'sponsoring' my early miles. Happy Days.



Social Events

Howard – Social Secretary:

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

Club Nights

Remember that SCCoN club nights are usually held at the White Horse, Trowse, NR14 8ST. Any change in venue will be communicated through Spotlight or the SCCoN website.

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!

STOP PRESS



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 20 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

“The Elan 26R., it is the worst car I ever raced.” Jackie

SCCoN Club Clothing

Ali Hodder is still willing and able to organise your order for a new hoodie or other club related clothing.

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! Many and varied colours are available.

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

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



An archive in the UK – a little F1 history

The United Kingdom has been a major player in the Formula One World Championship since it began in 1950, providing ten different world champions, winning 19 titles between them, more than any other nation. Mike Hawthorn became the first British world champion in 1958, defeating Stirling Moss, labelled by many as "the greatest driver never to have won the world championship".

The UK won four consecutive titles between 1962 and 1965, with Graham Hill, Jim Clark (twice) and John Surtees taking the prime podium place. Hill won again in 1968, and was followed by Jackie Stewart, in 1969, 1971 and 1973. James Hunt was world champion for McLaren in 1976, and was the last British champion until 1992, when Nigel Mansell won for the Williams team. Damon Hill was champion in 1996. He was a second generation F1 driver, following his late father Graham. Current heart throb and UK hero, Lewis Hamilton joined the fray with Jenson Button. They won back-to-back titles for the country in 2008 and 2009, with Hamilton becoming the first Briton to win consecutive titles in 2014 and 2015. Hamilton went on to become the first Briton to win four titles. He has gone on to become a world champion seven times, equalling the record set by Michael Schumacher.

Many of the most successful teams in Formula One have been based in Britain, with the exception of the Italian, Scuderia Ferrari. McLaren and Williams are the most successful UK based F1 teams. Both Team Lotus and Brabham also won multiple titles during their time in F1. There are ten teams currently competing in Formula One, seven are based in the UK. Two teams are licensed in the UK, Williams and McLaren.

The British Grand Prix was first held at the Brooklands oval in 1926. Aintree Motor Racing Circuit has hosted the Formula One British Grand Prix five times, in 1955, 1957, 1959, 1961 and 1962. (see last month's article "That was motor racing, that was!") Brands Hatch last held the race in 1986. The European Grand Prix was held at Brands Hatch in 1983 and 1985, then at Donington Park in 1993. Brands Hatch last held the race in 1986. The European Grand Prix was held at Brands Hatch in 1983 and 1985, and at Donington Park in 1993. The current UK F1 host circuit is Silverstone, the investment required to host an F1 meeting is huge. In 2015 Claire Harris OBE (nee Williams), former Deputy Team Principal of the Williams F1 team estimated that the F1 industry put £1bn into research and de-

Members under 16

Tell us what you like about SCCoN. Tell us what you do in motorsport. Do you drive? Marshal? Maintain a sports car to keep Mum or Dad on track?

Tell us what you don't like about SCCoN. Are we boring you? What can we do to make sure that you stay a

An event!

SCCON

CLASSIC CAR

RUN

Sunday 20th

June 2021



Marshals needed—can you offer your services. You won't have to complete time cards, stand in muddy field gateways in the dark or try to understand complex directions. Get out there and enjoy a summer day watching cars from the last century pottering by as the occupants wave happily at you.

Switzerland without a Toblerone

The 2013 Alpine Challenge – Geoff & Maggy Bateman
Part one of a 3 part serial

In early 2013 I saw an advert for a planned event in Devon and Cornwall which was called "The Alpine Challenge UK 2013". The event was planned to be over 3 days with a navigation rally and regularity rally run on each of the days. The entry fee was £650 but that did include 2 nights at a good hotel plus all meals for the three days so seemed quite reasonable and we could make a week's holiday around it as well. Unfortunately the event was cancelled due to a lack of entries and we were resigned to missing it when we were contacted out of the blue by the organiser of the original Swiss version of the event who offered us a place in the Swiss event, should we want it, at no additional cost (a saving of £400 at the time). The affirmative response was instant. We had been over to the French Alps many times watching the Tour de France and relished the thought of 3 days going over some cracking alpine roads which had been used in the past for events like Rally du Mont Blanc and Rally des Alpes Vaudoises in the 87 Porsche 944 that up until then we had only used for Touring Assemblies and shows.

The journey out

On Wednesday 11th September 2013 we found ourselves heading down to Folkestone for the tunnel over to France, down our usual route through North Eastern France (A26 Reims then Troyes then A5) enjoying fine, dry weather until we arrived at our overnight stop at Chaumont when, just as we parked at our motel, the heavens opened. We had booked the motel as there was a "Les Routiers" truck stop about 1km away where we headed for our evening meal. There were 3 cars there and 60 trucks parked up on a compacted chalk parking area with rain water coming off it the colour of milk. However, once inside we enjoyed a 4 course dinner for two with wine, coffee and beer for just 27 euros and had a bit of a chat with some of the French truckers before going back to the motel for the night.

Thursday dawned bright and sunny with no sign of the overnight rain left, apart from the car having changed colour from metallic grey to white due to the chalky water from the previous night.

We continued down through France past Dijon, down to Macon and across through Bourg-en-Bresse, past Geneva to Thonon-les-Bains where we turned on to the D902 and finally the D22 to get us to our hotel, the "Plein Soleil" in the village of Vacharesse. On the way we encountered several short but heavy showers necessitating turning the headlights on and off which resulted in the headlight raise/lower motor failing, fortunately with the lights up!

We unloaded our bags and set off back for the event HQ, a superb lake side hotel, the "Chateau de Coudree" for registration, scrutineering and documentation to save time the

next day. We were immediately impressed by the magnificent surroundings and some of the exotic cars already assembled and suddenly thought we might be just a bit outside our league, but you can't let that hold you back, can you?

Sign on & day one

We got signed in and had a look round some of the other cars, Porsche 356's, 911's, Chevy Corvette, Ford Mustang Mk1, Ferrari 365 GT B/4, Jaguar E Types, Fiat 124 Rally Arbarth, Lancia Stratos, Aston Martin DB4, AM Volante, Alvis Speed 20 plus a number of Triumph Stags, some MGB's and several BMW's and Merc's. We soon realised that we were pretty "low budget" compared to most of the assembly! We got to scrutineering and the scrutineers were most perplexed by our headlights which remained in the "up" position and wouldn't retract but after a bit of discussion and finger pointing they gave us our ticket and we eventually left to find somewhere to wash the car and get some petrol before returning to our hotel for the night. We had arrived, we were booked in; so come Friday the real fun would commence.

The next morning we were up early in order to get to the Chateau for the 8 am briefing as damp alpine roads are not always the best for trying to make time up on. At briefing we were told that we would receive our road books for each session 3 minutes before our due start time which immediately drew a "What the..." from Maggy because we had no idea of what the navigation would be and she has never done (and never will do) plot and bash. Too late to worry about it though so we decided to just wait and see and wing it the best we could. It was a lovely day so might as well enjoy it at such a stunning start venue. With 3 minutes to go a marshal handed in the road book and on opening it we were relieved to see it was a modified form of tulip with intermediates and totals in miles as well as kilometres, which was really handy as we only had the car odo, and that was in miles.

Eventually we got started and the first junction was easy, just go where everyone else has, but the second junction immediately caused problems as we tried to work out exactly how the symbols worked. As we stopped the next car came through, did what we thought it should. then we were off. The first T junction then confirmed our thoughts and we were off on our way. The Friday morning's route of about 55 miles was going by without incident and we managed to collect some codes as Maggy got happier with the road book until we came across roadworks and a diversion which was sending us in the opposite direction to where we needed to go. We had a brief moment of "what do we do now" but with no other option we made the signed right turn and proceeded through the road works. My plan was to get to the end of the cones, do a swift "U" turn and go back in the right direction. We got to the end of the cones and I did a swift "U" only to get flashed at repeatedly by a white van coming up behind. The van started tailgating us and several choice words were uttered. I eventually managed to find a bit of space to pull over and let the idiot past only to then find out that the "idiot" was in fact the organiser who had been trying to get our attention to tell us of the route change!

On receipt of the new directions we eventually managed to find the lunch stop after yet another set of unmarked roadworks which involved a short run down a marked "one way" in the wrong direction! The lunch break was at Jean Lain Vintage's historic vehicle restoration garage in Ville le Grand and we had full access to the workshop and saw some high quality work.

We'd arrived at lunch a bit late so our break was a short one and we were soon back in the queue for the afternoon's first leg to Barboleusaz, a supposed short run which turned out to be anything but! All was going fine until we got to a main road which we were supposed to cross right then left which we did, The next instruction said SO at a X roads so we did and ended up going up a mountain road which eventually turned in to nothing more than a goat track requiring us to reverse for quite some distance. Obviously realising something was wrong, we returned to the last known "correct" junction at the X roads, passing 3 or 4 other competing cars on the way. At the X roads one of the options was a short run to a parking area, so a quick turn round, and then try the last option. This took us up a very interesting mountain road, climbing quite steeply with lots of hairpins until we eventually arrived at a spot with a kiosk and a barrier. The barrier was raised so we assumed it might be something used to close the road in the winter and off we went again. We soon

Club Membership in far from normal times, more thoughts.

Think not, "What can the club do for me?"
Instead think, "What can I do for the club?"

If the club isn't doing something that you would like it to do, why not approach a committee member and ask them? Or offer to organise something new for the club.

Are you good at techy stuff? What about offering to live stream something on the Facebook page?

Are you a practical whizz kid? There may be tasks which you could take on to help make events run, or run more effectively.

It is our club, that is your club, so join in and enjoy it

There will be events at some point in the next 12 months and help will be required. If you haven't volunteered before then give it a try. It is a great way to get to meet fellow club members and to learn about motorsport.

arrived at a quite open T junction with several large buildings. The road to the left didn't look to go very far so we went right. A little further up the road we found ourselves in a large tarmac area with buildings on 2 sides and a sheer drop on the third. There was no way out other than the way that we had gone in. It was then that a man in a brown uniform with a side arm started coming towards us. He came to Maggy's side of the car (naturally on the continent) & started shouting and gesticulating at us. We had no clue what he was saying so Maggy showed him the road book and shouted "Rally, rally" to him and a few words of French but he was obviously not impressed. He gestured for us to turn round and leave which we did as quickly as we could. It was a military training camp and we shouldn't have been there. On our way back down we passed the same 3 or 4 cars we had seen before heading up the mountain so we thought we'd leave them to it so they could make the uniformed man's day even more interesting.

On returning to the crossroads we stopped again and there were other crews there who were also having problems which was a relief for us to know it wasn't just us. Most were resorting to satnavs and putting in the final destination of Diablerets and zooming off. We didn't have a satnav so returned to the main road, stopped and got our map of Switzerland (all on one sheet) out. I looked at the map, found our destination and "reverse plotted" as best as I could to find what I thought would be the designed route to our destination. We decided to go with that and set a route which took us through Villars-sur-Ollon and then over the Col de Croix. We'd made a good choice because we picked up another code board going over the Col before we got to Diablerets. The problem we now had was it was beginning to get gloomy and we had to be at the hotel by 6-30 to go out for dinner at 7pm. Fortunately we managed to phone ahead to let them know where we were, arriving at the hotel and parc ferme at 6-45. A quick run up to our room, throw the luggage on the bed, no time for a shower or anything and then straight back outside on to a minibus for our trip to dinner and a wine tasting.

After a very convivial evening, apart from some crews really whingeing about the road book error, we returned to our hotel room and Maggy shouted out that she thought we'd been burgled. The bed was totally cleared where we had thrown our luggage! After a short look round we realised that the "turn down" service had been in, neatly tidied away all our stuff, turned down the bed and left a lovely chocolate on the pillow – oh how the other half live!



**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?

MSUK StreetCar championship
From Ian Berry
Head of Membership Development

Dear All,

I am writing with an update on the StreetCar championship - and our plans to delay the start until 2022.

We have been delighted by the support that the overall StreetCar initiative has received from the community through all the consultation, and are extremely grateful to the regional and club personnel who have given up their time to discuss, advise and plan their involvement.

However, as with all elements of motorsport now, the planning and launch schedule has been hampered by the additional lockdown and we are crucially aware of the congestion that this will bring to event organisers for pre-planned club events and series, together with any perceived additional burden on volunteer officials and marshals.

In addition, during our discussions with the clubs and regions, the StreetCar concept has ignited a discussion in the community to create a much larger umbrella to cover all disciplines that can be enjoyed in a standard production road car, including AutoSolos, Autotests, 12 Car Rallies and Navigational Scatters, Navigational and Targa Road Rallies, Sprints, Car Trials, Cross Country Tyro Trials etc. Motorsport UK now plans to use 2021 to develop a comprehensive website and accompanying tools that specifically focus on the accessibility and affordability of StreetCar Motorsport. We will keep the community up to date with progress on this throughout the year.

We would be grateful if the Regions could disseminate this information as soon as possible to their member clubs, and pass on our sincere thanks to all those club members who helped us with the project so far - and we look forward to rolling out this exciting project as soon as we can.

Kind regards,

Ian Berry



1959 Gemini FJ Mk2

John Aley RIP

John Aley of Aley Bars fame sadly passed away during January just prior to his 92nd birthday. John lived in a village close to Bury St Edmunds for a while. After some time spent hydroplane racing on Oulton Broad, John returned to motorsport in 1960 with an ex Cambridge Racing A35. The car was put on its side at a Snetterton event which the owner was not aware of. John felt duty bound to buy it. John had been using a Citroen Light 15 as a tow car and liked front wheel drive. He was to become a pioneer of Mini Racing which included the Mini's first European win. John was a founding member of BRSCC East Anglia branch but a serious car roll in 1964 led him to design the Aley Bar for which he was to become famous. As he approached 60, John decided to sell up and move on before eventually returning to Hesselton, Suffolk. It is sad to hear of the death of anyone but it is also fascinating to delve into some of the history and I am sure many competitors are thankful for the development of the Aley bar.

John—WSMC newsletter editor

An event!

SCCON CLASSIC CAR RUN

Date to be confirmed

It is hoped that SCCON will be able to run our Midsummer Classic Car Run this year. The date has been set for 20th June but this may need to change.

Marshals needed— can you offer your services as a marshal? You won't have to complete time cards, stand in muddy field gateways in the dark or try to understand complex directions. Get out there and enjoy a summer day watching cars from the last century pottering by as the occupants wave happily at you.

Contact Martin Newson for details

What's the hold up? - An incredibly thought provoking piece by ex D&C Sgt Harry Tangye.

Nothing worse than driving up to a closed road with no explanation. Nothing worse than driving past a scene at 4mph after a 2 hour wait to find 6 police officers doing nothing with two on their mobiles. Don't they realise I have missed my appointment and now have to re arrange it. Don't they realise I have missed my dinner I wanted with my family. What is this world coming to? Perhaps they could do with some more cuts if they can't be bothered to do simple things like put diversion signs out for people, or get a shifty on so I could have done the things I wanted.

Well strap yourself in; we are going on a bumpy ride.

Serious Road Traffic Collision reported, and I'm on my way. I have done these before, hundreds to be fair, and I know that two of my units are also rushing to the scene. It's about half an hour away on blues and twos but I know a local unit will be there before us. I listen to their update, it's not good and they are trying to get some order of the scene but I can hear the quiver in their voice. This is a fatal. At least one dead.

I immediately organise with my control room for a family liaison officer to attend the scene. It gives them so much credibility with the deceased family if they have done so. The second thing I do is arrange Highways to arrive to set up a diversion. This is whilst driving at speed and ensuring I drive safely for the conditions as I don't want to be the cause of another.

I arrive at the scene and my two other units are arriving with me. The local unit gives me a quick debrief. There are 3 cars at the scene, one on it's side in the middle of the road, and another sitting parked with a huge dent in the front of it and the other unceremoniously abandoned in the hedge with devastating damage to it. I need to establish what has happened and quickly.

My units are looking for witnesses, the ambulance is on the scene treating a trapped person in the car on it's side, and the fire fighters are stabilising it so it doesn't topple over and trying to release the casualty as well. The occupant is screaming, it's a good sign until I hear, "I can't feel anything". Her partner is out of the car and has his head in his hands saying, "There was nothing I could do".

He looks scared, very scared. Other motorists caught up in the scene are saying the car on it's wheels carried out an overtake where he shouldn't and hit the other two. I send an officer to the driver to carry out a breath test. I will need to do it to all of them, and if too injured, a

hospital procedure that will take several hours.

I discover an occupant in the other car in the hedge. She is obviously dead with a terrible head injury. Almost decapitated. I cannot tell how old. Her face looks like 'the scream' mask with brain matter clearly visible. I see a wedding ring on her finger. I gaze at the key ring with a photograph of a young child swinging from the ignition. A pause, a little reflection. This must be my 150th or so person I have seen like this. At least no children hurt this time. Suddenly the scream of the casualty in the other car spins me around. They are making progress, and the casualty is nearly out. The air ambulance has landed and making their way over the field with a stretcher.

It's been chaos, but we've gained some order. Obtaining witnesses first having secured the driver so we know he won't escape in case he's been drinking or on drugs. When a further witness comes forward and confirms what we suspect about his driving, I make a decision and send my double crewed unit to arrest the driver for suspicion of causing death by dangerous driving. They leave. I have one double crewed Armed Response Unit and a local officer. Hopefully, there won't be a firearms incident right now because the local officer will suddenly have a lot on their plate.

The world continues away from this collision and resources are tight, but I manage to secure 2 PCSO's to attend the road block to turn traffic back. I have already heard that a motorist has vented off at the local officer for their being no diversion, and the officer gave him short shrift. That will be a complaint later.

I have called for the Collisions Investigation officer, (CI) who mark the scene, Scan it, and produce highly detailed plans and can give you information about the scene like you wouldn't believe. I need to stop unnecessary boots stamping on my scene, destroying any bulb that can be forensically tested to show whether it was lit or not, the CI can tell me a speed of the vehicles, they can tell me who did what where and when they collided, and whether any car lost control prior to or after the collision.

I call the Scenes of Crime for photos and further forensics, I call the vehicle examiner to the scene as there was a suggestion the brakes could have failed. The procedure to secure and collect the physical evidence takes several hours to plot all 3 cars, the debris, and the road itself. A lot, but if it were your sister, mother or father, would you like us to sweep their body up in the back of the van and have no evidence to prosecute any potential offender, or to never know what happened. It's only an accident after all. Or indeed to show the driver was in fact innocent with defective brakes. Were the brakes cut or eroded? Is it murder, was it indeed an attempt at suicide? We have to find out these things so the Coroner can decide what caused this, and so a criminal court can bring to justice any offender and so importantly, to bring closure to the family.

It's been a while and the scene is quiet. The casualty is gone, the deceased still in the car until the forensics are completed. To remove them will mean cutting the car up and we need to know more first. Fire have already placed a blanket over her to offer some dignity, away from prying eyes. The traffic starts to move, but a lot of it is caught between the road block and the scene, and they crawl through. It's been two hours for some. I am on my phone to the Control Room updating them. The Collision Investigator is making his way up from the other side of the Force and will be here soon, and so we can't touch anything now. We have the witnesses details, all of which are in shock and will be seen later. We have their initial explanations.

My other ARV is going to the hospital to check on the injured driver, and to try to obtain a breath test. The other one is with the arrested driver beginning a short interview. The cars driving by are looking at us and I feel momentarily guilty for not 'looking busy' but there is nothing to do right now. The family Liaison officer has searched the pockets of the deceased in the car. Not a pleasant job. He has the phone details and is trying to research the address. It has to be correct. He can't get it wrong. But it looks like the officer is texting to passers by. We are in a group in the middle of the road, and receiving scowls from some motorists driving by...

So I ask you, to use that time in the queue to do one thing. Think about your family. Think how it may be if your loved one was trapped in that car with a severed spine, think if you were never going to see them again. Think that that appointment probably can be rearranged again, and think about the family liaison officer walking towards the house with the children's toys on the garden path. Then when you get back home, hug your family.

Chequered Flag

Constructor and racing driver Graham Warner founded the Chequered Flag in 1956. Situated on Chiswick High Road, the renowned garage and showroom was also home to the eponymous motor racing team. The premises closed in 2000 to make way for a block of flats.

Warner was a former RAF pilot who had been flying Vampires and Meteors. In 1954 Warner joined Performance Cars, learning the trade, what to do and most importantly what not to do. He moved on to the sports car department at Carr Brothers in Purley, until self employment beckoned. Starting out in 1956, aged 23, with a small showroom on the Fulham Road with a handful of cars.

When searching for a business name Warner decided early on that he would deal exclusively in sportscars. Graham Warner Motors was not his style so he considered "Pit & Paddock" before arriving at "The Chequered Flag". The Suez Crisis came and a large showroom in Chiswick became available; Warner took up the lease. The crisis soon passed and business picked up cars on the forecourt included, D-type Jaguar, Aston DB3S, Ferrari 212 and that calibre of motor. Warner felt ready to go racing and headed out to his first event, the 1958 Easter Monday meeting at Brands Hatch. Chequered Flag had an Austin-Healey 100S in stock that was race worthy and quite quick. It was repainted in black and white and taken to Kent. Warner made it to a front row grid position and finished second to a Frazer Nash Le Mans Replica.

The Austin Healey 100S and a Lotus 11 were followed by a Tojeiro-Bristol bought from Percy Crabb which, Warner felt, was beyond his capabilities, so he let Crabb drive it. Crabb also persuaded Warner to buy a Cooper Monaco for the team. At Snetterton, for the first meeting of the year, the weather was awful, with "Snett rain" during the practice sessions. Unfortunately Crabb crashed heavily into sleepers and spent months in hospital. Fortunately, he made a full recovery. The uninsured car was a write off which set the team back somewhat. Not to be defeated or discouraged Warner placed his own Lotus Elite (147VMK) into the team. Chequered Flag raced on through the 60s and into the early 70s. They were briefly involved with the Token F1 team and had a sponsorship deal with Ray Mallock in F3. Warner had bought the Lister team cars when Brian Lister stopped racing. The Vanwall stable of cars was almost purchased too, when Tony Vandervell quit Formula One, a price was agreed but the seller reconsidered the deal and withdrew. Warner decided to concentrate on the car sales business and withdrew from motorsport. Warner sold Sports cars to the London and UK market whilst also shipping cars to the buoyant North American market via the Port of London. Alongside car sales the Chequered Flag Engineering Company built Gemini Racing Cars. The Gemini Formula Juniors constructed by Chequered Flag had their roots in the Moorland Special, a Formula Junior drawn up and constructed by Leslie Redmond, in early 1959 initially from Len Terry's basic drawings.

The resultant Moorland Mk 2 first competed in the 12 July 1959 BRSCC meeting at Brands Hatch and later at the Brands Hatch, August Bank Holiday meeting, winning the 5 lap FJ division with a fastest lap credit for the driver, Ian Raby.

Warner was in negotiated with Redmond and took over the Moorland design. Warner acquired the Moorland and formed a new company Chequered Flag Engineering with the new car named after Warner's birth sign, Gemini.

The Moorland known as the Gemini (Mk1), along with a newly constructed car was entered for the 1959 Brands Hatch Formula Junior event. This was the first appearance of a Gemini MkII built by Chequered Flag engineering.

Cars were constructed in a mews behind Cliff Davis Cars in Shepherds Bush with subsequent production moved to premises under some railway arches elsewhere in Shepherds Bush.

When it all started to unravel: Warner tired of warranty claims for rusting Lancias and switched to Opel. General Motors insisted that Chequered Flag should take on a Vauxhall franchise. The result was a hostile takeover. Warner lost 'The Flag'. He went back to aircraft and became involved in the restoration of a Bristol Blenheim. He wrote a book, "The Bristol Blenheim: A complete history" before taking his last lap and the final Chequered Flag in 2014 – RIP.

For more on Graham Warner read Richard Heseltine's book – *A Chequered Life: Graham Warner and The Chequered Flag*

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FIAT 124 spórts. A one-owner 1972 1600 coupe in fern green with tan trim, 5-speed, radio, h.r.w. Another in yellow/black cloth. **From £1,185**

ASTON MARTIN 'Volante' DB6 convertible. Superb in regal red with white power hood, 'Vantage' unit, 5-speed, electric windows, Sundym glass, chrome wires, Voxon stereo 8/radio. Rare car. **£3,685**

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TRIUMPH TR6, 1973. Beautiful in magenta purple with black cockpit, o/drive, radio, spoiler, fog lamps, etc.; low mileage, one owner. **£1,495**

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TRIUMPH GT6 Mk III, 1973. New white with black trim, o/d., tinted glass, radio, h.r.w.; low mileage. **£1,345**

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TRIUMPH TR6, 1971, in white with black cockpit, o/d., radio, Rostyles with XAS tyres. **£995**

MG-B GT, 1970. Striking in all black with overdrive, wire wheels, h.r.w., headrests. **£995**

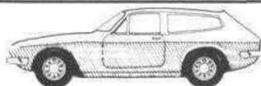
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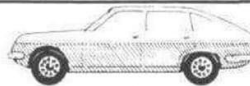
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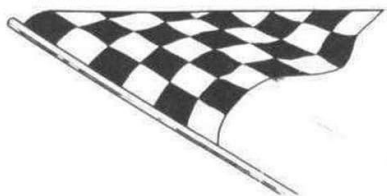
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