

SCCoN Spotlight

Ed's trials

Up, up and away! Welcome to the well and truly Spring edition of Spotlight. Traffic calming measures have been reduced and motorsport is back in action

Hello from Spotlight HQ,

Whilst we have missed out on the roar of engines and the smell of the crowd for quite a while, it seems that action is taking place. Those who were dismayed about the lack of a Tendring Rally (Corbeau Seats, Clacton) were able to volunteer and revel in the Snetterton Stages. There are club events planned very soon and a good field of cars and competitors is lined up for the first club run PCA since September. We can look forward to the thrills and spills of motorsport once again.

The oval circuit boys and girls have been revving and revolving under strict rules recently and whilst it is outside the scope of our club and MSUK jurisdiction it is good to see other areas of motorsport coming to life too. After all different rules apply to many different disciplines but we all enjoy motorsport.

See you out there soon. I will be in the right-hand seat of a slow silver Micra, or is it red? Whilst not driving I have been out on my 47 year old powered two wheeler; I won't mention mot

Thanks to the efforts of David Leckie the Zoom version of Noggin & Natter is still happening but hopefully soon we will be sitting in a pub garden or on a village green somewhere and enjoying socially distanced and responsible drinking and chatting together.

Matthew Hodder, Editor, Spotlight
Spotlight@SCCoN.co.uk

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Social Media

Have you seen the social media presence of the club on Twitter and Instagram? There are some changes afoot in the administration of the Facebook page, so look out for updates and information. Search for **Sporting Car Club of Norfolk** on Facebook



www.Twitter.com/SCCoNorfolk



www.Instagram.com/SportingCarClubofNorfolk

“Simplify, then add lightness”
Colin Chapman

My First Car

A serial feature–

This is still your chance to shine. Let me have the story behind your first car. I can knock the barest information into a story to interest other members. If you don't submit something you'll have to put up with me droning on about my first cars. There were two.

Please don't make me do a Delia.

My first car

OUC 310L - The car with no name...

It was December 1988, I was 18, and had only been having driving lessons since June. I had been thinking about looking for a first car, since my mum had been driving Imps for many years (she didn't like Minis), and I had done a few small servicing jobs on hers, I thought it made some sense to see if I could get hold of one cheap myself. They were, of course, already getting on a bit by then, but Norwich Motor Company was still in business, and spares were getting cheaper.

After looking at a couple of locally advertised examples, I came across one that was for sale 10 minutes away from home. Apart from one slightly rusty front corner, it looked ok. The interior was good too. Mum took it for a drive around the block, it seemed to drive as it should. (Bearing in mind that I had next to no mechanical knowledge at that time.) I agreed a price of £400, borrowing most of that from the bank of dad.

Obviously I now had an incentive to pass my test at the earliest opportunity. By the time February came around, I was booked for it. Mum took me to some large and very empty car parks to practice at weekends. I got used to the car quite quickly. (It helped that I had already been practicing in mum's Imp.) I joined the Imp Club, and began to learn a lot more about all of the various different types of Imps that were made.

The day of the test was probably a bit of a surprise for my instructor until that point I had been learning in the luxury of his Renault 5. I had warned him that I would be using the Imp for the test. I think secretly he was happy for his pupil to be taking a test in, what was even at that

time, almost a classic car. I'm not so sure that the examiner felt the same. After the dreaded nerves had died away, the test was completed, I was rather chuffed that I had passed first time in my own car.

For the next six months or so, I was out driving anywhere and everywhere each evening just to get as much practice as possible. Petrol was only around £2.50 per gallon then (the good old days eh). I could get around 50 mpg if I drove sensibly but I didn't drive sensibly. I wasn't a maniac either. I drove at night, on roads that were known to be quiet, and I explored the car's limits of handling. I did this in a gradual way, and came to the conclusion that it just didn't have enough power for the amount of grip that was available, even in a standard car, which of course meant that I could wring every ounce of the massive 42bhp out of it in relative safety. Being rear engine, I always bore in mind what all of the motoring press used to say about Porsche 911s...

My younger brother Simon was by then also having driving lessons, and kept pestering me to let him have a drive. I took him out to some car parks etc, and taught him, juts as mum had helped me. When it came to his test (after having had fewer lessons than I had) he took it in the Imp too. He passed first time.

After that, with my brother at University (he had managed to find himself a Sunbeam Stiletto after his test; I wasn't envious, honestly), I began to tinker with my Imp. Firstly I replaced the standard Solex carb with a 150 Stromberg on an after market adaptor, which I though might give it more power. It didn't, but it was smoother, and more reliable than the Slowlex. Then came an exhaust change, then different brake shoes (drums all round), then lower stiffer road springs, then a Sport cam, then Sport head etc etc... Over the next few years I changed things here and there, some making a difference, some not. Cosmetically it was still just a beige Imp on the outside, and fairly plain black inside. I couldn't even afford alloy wheels. Sometime around 1991 I think, I discovered SCCoN. It may have been Gordon Wellbelove's fault, because he was also an Imp Club member, precision engineer, and was helping to keep another Imp competitive for the Kitney brothers from Depham Green. My brother and I started doing a few 12 car night rallies with SCCoN. The need for improved performance grew from there. By this time, I was running the local section of the Imp Club. Autotests were given a go from time to time, with my first outright win in 1994, which I recall was held in the field behind the Buck pub at Flixton. I believe I managed to beat David Mann in a 4x4 Subaru Legacy estate in the process, which was to me, a major achievement.

Over the course of the last 20+ years, I have stripped the car down to an almost bare shell and restored it with my brother's help at least twice. We have upgraded it continuously, sticking to period modifications 90% of the time. The last time we re-sprayed the car in 2017, I was determined to take part in more of the competitions laid on by SCCoN. With the arrival of the Micras for club use (thank you Howard), I began to enter events more often. I always try to use the Imp for Autotests where the surface isn't too harsh. In 2019 all of my enthusiasm and perseverance resulted in me winning the Summer Series Championship, which of course I'd like to think wouldn't have been possible without the Imp! I'm still waiting for the trophy! And so that is a very brief history of my first car.

Oli Dennington-Price

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

The newsletter is only as good as the stuff which you supply to go in it.



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

**Snetterton
Tarmac
Production Car
Autotest**

Saturday 15th May

**Snetterton
Tarmac Production Car
Autotest**

Sunday 20th June 2021



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

"If you have God on your side, everything becomes clear" Ayrton Senna



SCCoN Club Clothing Get your kit on!

Ali Hodder (Mrs Ed) is *still* ready to take your order for a new hoodie or other club related clothing.

T-shirts, Sweatshirts, Hoodies, Rugby Shirts
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



Car Trial, BTRDA championship round 1.

Club: Falcon MC.

Location: Ivinghoe Aston, Leighton Buzzard. Distance: 290 miles round trip for me.



Dave "Shaggy" Saint reports on marshalling at a trial.

Sarah Owen competing as a novice in her Dellow/Austin 7, & yours truly scoring each run. You'll be pleased to know she scored a zero on this attempt, and finished 2nd in her class!

There were eight hills set out for the competitors to make use of. A full entry of fifty competitors, but one didn't arrive and we had nine retirements during the course of the day, including regulars Peter & Tim Hanman (Dellow), Steve & Martyn Franklyn (ABS Freestyle) & Barry Redmayne (Liege). The weather was really summer-like, which doesn't always make for the best trial hills as a damp/wet ground is more testing, so we had to make our hill (No 5) more challenging to compensate for the rather dry and dusty surface. Mission accomplished I think. There were two rounds in the morning and two in the afternoon, and each round saw a change to the route of our hill. A quality range of entries, from masters to novices. Competing in hatchbacks that were driven to and from the event, to freestyle buggies and vintage Dellow/Austins transported on trailers, this saw a good variation in the scores. There were four SCCoN members competing, Dick & Robin Lines (VW Lupo), Brian Rattenbury (Smart Car) & Ken Catchpole (ABS Freestyle), unfortunately for Ken he was also one of the retirees. The biggest difference to the 'normal' rules being that due to Covid no passengers are allowed, so it was just driver and machine. It was great to be back again, seeing a lot of the usual smiling faces, and as always, meeting a few new people. Also, catering was back. Cornish pasties, big, hot, filled, and rather lovely! There were only two clean score sheets on the day, and scores ranged from 0 to 163, from a maximum of 384. Some surprising attempts on our hill, those who got much further than expected, and vice versa. All in all it was a fantastic day, I didn't hear any complaints, just lots of happy smiling faces, and as usual everyone voicing their thanks to marshals on the final round.

For the full results please visit www.falconmotorclub.com

SCCON
CLASSIC CAR
RUN
Sunday 1st
August 2021



Marshals still 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.

Contact Martin Newson for details

Switzerland without a Toblerone

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

Results and home

We waited to see who had won the awards and were totally dumbfounded when we were called out for managing 3rd place in Friday "prologue" event despite the problems we had. Neither of us could believe it! We had been beaten by a British crew resident in Switzerland in a BMW 635i who had come second and a Geneva based team in the Lancia Stratos who had come first. We were mightily pleased to say the least and couldn't believe our luck because we are not prolific prize winners. We received a nice cup from Infinite Motors, one of the many sponsors, and a souvenir from Frederique Constant, the main sponsor.

By now a buffet had appeared and it would have been churlish to leave with the main event awards yet to be announced. There was some further delay caused by a crew retirement on the final stage that afternoon which affected the awards. We made good use of the buffet, unfortunately not the beer and wine as the Swiss drink/drive laws are extremely strict. Eventually the organiser was ready to make the announcements and the first awards were for the regularity event won by Donald Jenny and Cornelia Cendre in an 1966 E type. A Geneva crew, Damien Bochud and Eladia Balmann in a 1954 Healey Le Mans in second place with a local Swiss crew Maurice Dubois and Pierre Knecht from Ollons in a lovely 1968 Alfa GTV 1750 coming third.

The final awards were for our class, the Gran Tourisme class which was navigation only with no regularities. We got ready to leave and moved to the back of the hall to make a quick getaway as soon as it was over. It was well past 6 pm and getting gloomy. The awards were announced in the normal reverse order and third place went to Gabriel Comanescu and George Badescu, from Romania in the Aston Martin Volante followed by Swiss crew Ernest and Roger Michel in a 1966 Volvo P1800S. We started to get ready to make a rush for the door when first place was called out, "Bateman and Bateman in the Porsche 944"! We stopped in our tracks. People were applauding and we felt distinctly embarrassed even to the point of insisting Didier check the results as we couldn't believe we had won with the "off route" incidents we had done and all the other mistakes we were sure we had made. Didier was insistent that we had and it was no false modesty from us, just sheer disbelief that we could have achieved what we had. We received a very nice Trophy to keep plus a couple of vintage style radios (with modern electronics) and some other goodies.

After quite some time saying goodbyes to the many people we had met over the previous 3 days, and enjoying more of the buffet, we eventually got back to the car just as it was beginning to get dark. We packed all the "booty" away and I remembered to replace the fan relay once I'd started the car. Needless to say the 90 minute drive back to our hotel was somewhat euphoric. When we arrived back the bar was still open despite the restaurant being long closed. That evening we enjoyed a few sherbets before retiring for the night even

though we were making the return journey home the next day.

The following morning the car was packed, breakfast was eaten and we left the hotel. The 810 km back to the tunnel at Calais was achieved in just under 8 hours including stops and we managed to get on the first available train before continuing the journey for the last 140 miles back home in Suffolk. It had been a very eventful few days with many super memories for us. With the exception of the failed headlight motor and the faulty fan relay, the car had performed excellently for the whole trip of around 2000 miles over 6 days with just the addition of ¼ litre of engine oil (but a lot more petrol!).

The event is run every 2 years. I thoroughly recommend it if you ever fancy something a little bit different. The roads are superb and the alpine views are majestic, the food is good as is the wine and the people are very welcoming.

Geoff and Maggy Bateman

West Cumbria Motorsport Club & Sporting Car Club of Norfolk

This is pants

Mike was going to be married to Jane, so his father sat him down for a little chat. He said, 'Mike, let me tell you something. On my wedding night in our honeymoon suite, I took off my trousers, handed them to your mother, and said, 'Here, try these on!'

She did and said, 'These are too big, I can't wear them.'

'I replied, 'Exactly, I wear the trousers in this family and I always will. Ever since that night we have never had any problems.'

"Hmmm," said Mike. He thought that might be good thing to try.

On his honeymoon, Mike took off his trousers and said to Jane, 'Here try these on.' She tried them on and said, 'These are too large, they don't fit me.'

Mike said, 'Exactly, I wear the trousers in this family, and I always will. I don't want you to ever forget that.'

Then Jane took off her pants, and handed them to Mike. She said, 'Here, you try on mine.' He did and said, 'I can't get into your pants.'

Jane said, 'Exactly. And if you don't change your smart-ass attitude, you never will.'

And they lived happily ever after!

Thank you to Martin for passing on this bit of humour.



Micra's ready to play

Please submit news, articles and reports to the spotlight e-mail address because that way they end up on the correct piece of hardware

THANK YOU to **DCS Enterprises** for the gift of a refurbished laptop to SCCoN for the use of the Spotlight Editor. Provision of this device has made the editor's job a bit less difficult.

Gaps appear when there are no small snippets of news or articles of interest to fill the gaps. 500 words or less can tidy a page up and provide interest for other people

RAC Lifetime Achievement Award for Peter and Betty-Ann Banham...

The winners of the RAC Lifetime Achievement award are Peter and Bettyann Banham. For decades, this highly skilled and endlessly enthusiastic duo have been the backbone of historic rallying. Acting as a 'sweep crew' and working mechanical miracles on innumerable events in the UK and overseas, the couple are responsible for getting hundreds of cars and drivers to the finish and really are the unsung heroes of the sport.

Each year the Royal Automobile Club's Historic Awards offer a chance to celebrate outstanding achievements within the British historic motoring world and, while 2020 may have been an unusual year, the calibre of nominees remained familiarly high. From a much-loved couple whose invaluable support will be well known to classic rallying crews, to an entrepreneurial young man already making his mark in the world of vintage motoring, the recipients demonstrate the depth and breadth



Photo: Bill Price



"This is one hell of a way to do a regularity, Betty!"

As well as keeping so many competitors on the road, Peter and Bettyann Banham took part in several high-profile historic events, including Pirelli Classic Marathons

of the historic motoring movement.

Whilst lockdown prevented the awards evening being held at the Royal Automobile Club in Pall Mall, the Club naturally ensured that each winner had their own special occasion and could celebrate in style. Trophies and champagne were delivered, with the

delighted winners able to make their acceptance speeches from their individual locations in an online awards evening, streamed live and still available to watch on www.royalautomobileclubhistoricawards.co.uk.



Betty-Ann & Peter Banham

WILCO

10% OFF AT WILCO MOTOR SPARES

Wilco have branches across East Anglia & offer club members a 10% discount in store on presentation of a valid membership card. 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.

Wordsworth Harnesses -

Advertisement

Wordsworth offers a complete technical range of harnesses for all types of vehicles. For race track, rally, point to point, circuit, dirt, off-road, UK Roads, European Roads and all motorsports vehicles including road-legal sports cars, kit cars, FIA Rally, FIA Race, BriSCA, US Racing including SFI through to the military vehicles and more.

Their philosophy is simple: Offer harnesses of the highest safety at a fair price designed to suit your style.

Wordsworth aim to be at the forefront of the technical regulations, working directly with our manufacturers to provide the best deal.

They ensure all of their harnesses are made in the UK and tested to stringent standards to ensure your safety is their no.1 Priority and they are keeping manufacturing in Britain.

Wordsworth are offering an exclusive discount of 10% (subject to conditions) for all MSUK members.

Website -

<https://wordsworths.co.uk/>

The classic car event of the year!

SCCON CLASSIC CAR RUN

Sunday August 1st

Contact Martin Newson for details

Sabine Schmitz 1969-2021

Alongside Fangio, Surtees, Clark, Stewart, Ickx and the other legends of the Nürburgring Nordschleife sits the name of Sabine Schmitz.

The 51-year-old, who died on 16th March 2021, is so far the only woman to win the Nürburgring 24 Hours — twice in 1996 and 1997 — and was also the first female winner of the VLN Nürburgring endurance series, in 1998.

Sabine Schmitz was born on 14 May 1969 into a world of motor racing greats. She grew up at the Hotel am Tiergarten in the village of Nürburg, just 300m from the circuit. There were not that many hotels at that time around the track and all the former Grand Prix drivers stayed at the hotel. Speed was a fascination for Sabine from a young age. “I was always fast on roller-skates, on a bicycle,” she said. “It didn’t matter what, it had to be fast — I had the fastest horse in the surroundings.”

At the age of 13, she decided that she wanted to be a racing driver and she drove her first lap in her mother’s BMW at the age of 17 – telling the circuit attendant that she was 18, and therefore old enough to have her driving licence. Her Mum was blissfully unaware of what was going on.

Soon after the borrowed car session Schmitz was back on the Nordschleife in her VW Polo GT, with tyres paid for by her father. She progressed to win the VLN championship and then won the Nürburgring 24 Hours in '96 and '97, alongside Johannes Scheid on both occasions.

Guest appearances in the World Touring Car Championship saw her record point finishes at the Nordschleife.

She founded the Frikadelli Racing team with her husband Klaus Abbelen, and drove the Ring Taxi, giving rides to passengers who paid to be terrified at high speed. Her miles on the circuit racked up with her role as a Ring Taxi driver, and she estimated that she had lapped it more than 30,000 times.

“I like my job driving all day on the Nordschleife in the Ring Taxi,” she said. “It’s really fun to scare people. They love to be scared so they pay me for that.”

Schmitz revealed her battle with cancer in July last year, as she explained why she had withdrawn from a race, signing off with a message to her followers: “Please stay healthy and cheerful, see you at the ‘Ring’”.

Based on information from an article by Dominic Tobin

All about your MAM—Towing

As a competitor, it is quite possible that you may have to consider the options for getting your competition vehicle to an event. Even those vehicles which still pass an MoT and are registered with DVLA might fair better if taken to an event on a 'pram'. There is an excellent article about the ins and outs of towing in the January edition of Revolution, the official magazine of MSUK. Here are the technical highlights of a detailed article.

Top towing tips

The suitable types of vehicle for towing depend on what you are planning to pull, but in general you will need an EU type-approved towbar fitted, either when the car was built or installed retrospectively by an expert. This does not apply to vehicles first used before 1st August 1998

Take your time – leave extra space for braking and cornering.

Practice low-speed manoeuvres in the safety of a quiet car park before dragging your car to a meet. The last thing you want is parking pressure on top of your everyday racing worries

Check trailer tyres very carefully, both for correct pressure and condition.

All lights on the trailer should also be confirmed as fully functional each time you set off. If they are on the trailer they must work.

It sounds obvious, but do not carry passengers in your trailer.

Does the length of your load mean you should consider wing mirror extensions in order to see vehicles behind you? This is a legal requirement so check carefully to avoid a fine

Plan your route carefully, and make sure you are aware of, and capable of navigating, low bridges, level crossings or narrow streets on your journey. Getting stuck can be a tough one to get out of, not to mention being embarrassing. Allow more time. Getting caught for speeding is annoying and avoidable, so remember 50/60.

Need to know

It's all about your MAM. The laws governing what you are allowed to tow on your UK car driving licence depend on when you passed your test, but in all cases it is based on the Maximum Authorised Mass (MAM). This is also known as the Gross Vehicle Weight (GVW) and is the weight of the vehicle or trailer, plus the maximum load it can carry safely on the road. This figure is listed in the owners' manual and often on a plate or a sticker somewhere on the vehicle.

This is how you can calculate what you can tow with a particular vehicle, or alternatively work out what vehicle you need to tow the car(s) and trailer you have got.

If you passed your test before January 1997, you are usually allowed a car (or van) and trailer combination of up to 8,250kg MAM.

If you passed after 1st January 1997, it is a little more complicated. (you are probably 41 years old or younger, but not necessarily) You are allowed to drive a car or van up to 3,500kg MAM, towing a trailer up to 750kg MAM. You can tow a trailer over 750kg MAM as long as the total rig (towing vehicle, trailer and load) does not exceed 3,500kg MAM. You will need to pass the car and trailer driving test (also known as the B+E test) if you want to tow anything heavier. This costs £115 from the DVSA, but most people take some training with an instructor before taking the test.

The next stage from here is a C1+E medium-sized lorry and trailer licence, which allows you to tow up to 12,000kg MAM. You will also want to keep an eye on that speedo, because the limits are lower when you are towing. It is a maximum of 50mph on a single carriageway, and 60mph on both dual carriageways and motorways.

Additional insurance is not necessarily required when towing behind a car or van, but it is always best to check the small print on your particular policy and take out additional cover if required.

What about towing with an A-frame? While the towing laws apply in the same way as any other trailers, there is also the requirement for the towed car's brakes to function, which is going to mean mechanical changes to your lovingly prepared competition vehicle. This is possible purely through electrical systems on newer cars. The maximum length of a vehicle of less than 3.5-tonne is 7.0 metres, although that does not include the A-frame itself.

Total permissible width for a trailer is 2.55 metres

Monte Carlo or bust

A Millionaire's playground

Part 2 by Paul Rowlands from his book "Not all Sunshine & Sand" published by Old Pond Publishing

A week prior to our departure we were all invited back to our Head Office. There we were informed that we were expected to be on our best behaviour, as we had to attend interviews with various media companies and news outlets, such as the BBC and ITV, as well as the 'broadsheet' end, of the newspaper world.

On 23rd May, we, the 'important' cogs in this operation, found ourselves with our two car transporters at a warehouse in Middlesex, carefully loading thirteen very rare and precious classic cars while waiting for the fourteenth to arrive from Cornwall. Apparently the owner, a doctor who lived in the West Indies, wanted one last drive of his beloved Ferrari, a 275GTB2, and had flown over with his rather attractive female colleague to collect the car and drive it up to Middlesex.

Now....due to the lack of space *inside* the warehouse, we were parked *outside*, with the rear end of our trailers lined up alongside each other just inside the entrance, and our cabs facing out over a foot high concrete drop onto the estate road below. About halfway through the loading process we heard the evocative sound of a Ferrari V12 scream into the estate and watched in awe and then disbelief as the owner roared up the warehouse ramp and swung alongside our trucks, we assumed, to park the car ready for loading. But no! There was the deafening sound of screeching metal against concrete, as the good doctor who hadn't noticed the drop off, applied his brakes too late and slithered his now *ex* pride and joy over the lip, coming to a grinding halt. It was a reprise of the 'Italian Job', as it teetered on the edge of the drop, instantly knocking tens of thousands of pounds off its value. Not only was the car damaged but I think the doctor's pride might well have taken a bit of a hit also, as extremely red faced and embarrassed he and his colleague made a none too graceful exit from the car mumbling his apologies before disappearing into the manager's office. The four of us plus our management team stood there in stunned silence, bemused by what we'd witnessed, but with our own personal thoughts! Loading successfully completed, we were escorted to the elegant facade of The Great Fosters Country Hotel in Egham, where we were asked to unload two or three of the cars for photo opportunities. It was the perfect backdrop for the throng of motoring journalists to work their photographic magic, usually with the added bonus of an attractive young lady draped



languorously over the bonnet. Poor old Del, with his balding pate, gaunt features and looking remarkably like a 1920's Italian racing driver, was coerced into sitting in a Bugatti Type 35. Apparently, it was all done in the name of 'authenticity' for the promotional material. Eventually, after all the posing had been completed, we of the hoi polloi were left to reload the cars and make our way back to the warehouse, while the 'county set' adjourned to the manor house for 'refreshment'.

Leaving the transporters and their valuable cargo under lock and key for the night, back in the now empty warehouse, Michael Toleman, who was responsible for the transport aspects of the operation delivered us to a local hotel.

The following morning the 'classic car experts' arrived to apply their 'expertise' to covering each individual car in protective packaging, ready for the journey down to Monte Carlo. I use the word experts advisedly. As supposed 'experts' in the delivery of cars ourselves, we looked aghast at the flimsy coverings of cardboard, polythene and tape being used to protect their extremely valuable machinery.

"That's not going to last till the M3," whispered Hughie.

"Look lads," said Phil, to a bearded guy who appeared to be in charge, "we're not telling you how to do your job, but, this stuff won't last till Portsmouth, let alone Monte Carlo." "Yes it will old chap, we always protect them this way."

"It might well be ok when you're carrying a single car on the back of a trailer at forty miles an hour along an 'A' class road," explained Phil. "But I can guarantee, that on a French motorway at sixty five miles an hour, with the way air swirls round between the vehicles, it won't last!"

"I'm sure it'll be fine," he responded. "We've never had any problems in the past."

"Ok, don't say I didn't warn you," Phil added.

These guys were obviously more 'knowledgeable' than us..... Suffice to say that as we drove down the M3 to catch the Portsmouth-Dieppe ferry that afternoon, our very expensive vintage and classic cars were slowly being divested of their 'clothing'. The packaging and sheeting were bit by bit being deposited in nearby fields, and by the time we reached the ferry terminal our charges were bare!

One or two of the national newspapers, such as the *Daily Telegraph* gave good coverage of this 'ground breaking' trip, with

S P O T T L I G H T

From page 13 - pictures of us drivers standing besides our loaded car transporters plus various photographs of us on route to Portsmouth. Interestingly, *and* embarrassingly, once aboard the ferry, a number of passengers, who had obviously purchased that day's newspapers, and spotted us in our company uniforms, sent their kids to ask if we might auto-graph their newspapers. How self-conscious did us 'celebrities' feel doing *that*?

The plan was for us to double drive all the way to Monaco in a sixteen hour shift, stopping only for diesel. Low profile security was to be provided by local gendarmes, who would keep a watchful eye on our valuable load the whole way down. Bloody good they were too as we never spotted a single police vehicle the whole way down, and we weren't set upon *once!*

I was gobsmacked when the big tuning magazines started to break stories of 1,000bhp Nissan Skylines and Toyota Supras from Japan, and when (whisper it) The Fast and the Furious gave us a taste of the import tuning scene in California, albeit with a fair amount of artistic licence.

Final part next month.

BTRDA TARGA SERIES NEWS

Targas should be restarting soon, but still a great deal up in the air. Inevitably there's a lot to sort out with venues, etc, but everything seems positive for the BTRDA Targa Road Rally Championship. Good luck to all the organising Clubs and supporters. We guessed right or got lucky with dates so if there are no further restrictions/lockdowns/venue issues/whatever then the Championship should continue as planned. May looks busy!

There will be more news about dates, regulations, entries and specific event details over the next few weeks. In the meantime, get your cars ready, learn how navigate on Targas and obtain the right tyres! I fully expect we'll be discussing tyres for specific events. If you're not ready, or would prefer to find out more about Targas before competing, then Championship points are awarded to contenders who Marshal. More details will be available in event Regulations.

You can register for the BTRDA Targa Road Rally Championship at: <https://www.btrdamembership.com/>
Championship Regulations at:

<https://btrda.com/championship/targa-road-rallies/#>

Calendar:

2nd May 061 061 Targa
9th May Bath MC Kemble Targa
15th May Mid Derbyshire Twyford Targa
8th August Ross & District MSL Hatsford Targa
22nd August Forresters Venta Silurum Targa
5th September North Devon Ilfracombe Targa
5th September West Suffolk Debden Targa
24th October Caernarvonshire & Anglesey Motor ClubTrac Mon Targa
31st October Chelmsford Bonfire Targa
21st November Knutsford and District Motor Club Knutsford Targa

EV does it

The life cycle of an electric vehicle makes it as polluting as a thermal vehicle. Subsidizing their manufacture doesn't make sense because battery manufacturing is so CO2 emitting that you have to have driven 50 km by electric car in order to start being less CO2 polluting than a thermal car. Either 15 to 30 km a day, 365 days a year, for 10 years!

In contrast to common belief, subject to ongoing propaganda from policies and industrialists, the electric car is no more virtuous for climate than the thermal, gasoline or diesel car. These are the conclusions of a study of the Environment and Energy Management Agency (Ademe), deliberately ignored by the US government. Knowing that these cars are essentially used for short journeys, it is likely that the mileage necessary to consider themselves 'righteous' will never be achieved.

In addition, all CO2 emitted from (caused by) an electric car is sent into the atmosphere before even a mile is travelled.

While it is alleged that the electric car doesn't emit fine particles, and are thus soot free, Science and Life magazine (January 2015) points out that, " Road tires, brakes and wearing parts from an EV cause almost as many micro-particles as diesel ". An electric car emits fewer particles than the thermal car since it doesn't have an exhaust pipe, but it does have brakes, tires, and runs on the tar! In the end, the electric car is no more environmentally friendly than the thermal car.

The paranoia of the diesel is only about cars because lorries, Coaches, Ships, and trains are excluded!

Just to determine the degree of paranoia of the most virulent diesel vehicle haters, we need to reveal the data from the maritime industry that demonstrated that considering the size of the engines and fuel quality used, The 40 largest cargo ships in the world pollute about as much as all of the 760 million cars on the planet.

The container ships that feed us with products each burn 10.000 tonnes of fuel for a return from Asia to Europe. These unfortunate 40 ships are part of a 3.500 fleet, to which the 17.500 tankers that make up all 100.000 ships that sail through the seas. Let's not forget agricultural where average energy consumption is 101 litres of fuel per hectare.

There are lies, damn lies and statistics. I think the argument for or against Electric Vehicles can be made with vigour from either side. Meanwhile, this would be my van of choice if the price tag wasn't £60,000—Editor



The all new Morris-Commercial JE

Thank you to Martin for the article

Forgotten makes - a mystery British Vehicle Manufacturer..... Who could it be?

This feature lists a series of facts about a highly innovative British vehicle manufacturer. See if you can work out the name of the manufacturer before you've read all the info below.

- 1/ The company went bust but was rescued by Jaguar.
- 2/ They made cars, buses, lorries and military vehicles.
- 3/ They operated from 1914 to 1982.
- 4/ They made a car with a 4-litre side-valve V8 engine, claimed to be the first British V8 car.
- 5/ They made the first British car with automatic chassis lubrication - worked by the steering!
- 6/ In 1923 they made a vehicle to be driven on roads or (with an extra bogie) on railway lines.
- 7/ Some of their cars were fitted with Coventry Climax engines.
- 8/ They invented the dropped-frame chassis for buses which gave a lower floor for easier passenger access and a much lower centre of gravity.
- 9/ They made the first bus in the U.K. with an emergency exit (before they were mandatory).
- 10/ They made the world's first double-decker six-wheeler trolley buses.
- 11/ They were based in Wolverhampton.
- 12/ In 1928, they took control of the Star Motor Company (also of Wolverhampton), once the sixth largest car maker in the UK.
- 13/ During the Second World War, they built armoured cars - the first British armoured vehicle with all-welded construction, for which they earned a Royal Commission Commendation.
- 14/ Many of their products featured an American Indian chief as the bonnet mascot.
- 15/ In the 1950s, their buses were operated by 150 different bus fleets in the UK.
- 16/ In the 1960s their products used engines from AEC, Leyland, Gardner, Cummins and Rolls Royce.
- 17/ When I was a boy I had a Dinky Toy model of one of their vehicles.
- 18/ I was once employed to drive one. It was very slow and underpowered but that didn't really matter as it spent most of its time stationary while we loaded and unloaded it.
- 19/ In 1968 ownership passed (along with with Jaguar) to the British Leyland Motor Corporation.
- 20/ The company was closed down by British Leyland in 1982.

Thank you to Peter Riddle for more intriguing motoring history.

How can I follow that? With Graham Hill in bath of course! Or is it Abarth?



**Snetterton Tarmac Production Car Autotest
Saturday 15th May 2021**



***Due to Covid-19 restrictions the circuit facilities will NOT be available
Tests will be laid out on the '100' circuit car park
Regs on the website
The Micras will be available***

**Snetterton Tarmac Production Car Autotest
Sunday 20th June 2021**



***Due to Covid-19 restrictions the circuit facilities will NOT be available
Tests will be laid out on the '100' circuit car park
Regs on the website
The Micras will be available***

Overstretched ?

Is your alternator drive belt squealing like a trailer load of piglets on market day? Check the correct tension and replace the belt if it looks cracked, tired or is running in the pulley bottoms. Power steering pump drive belts which squeal on full lock also need attention. Fail to prepare and you are preparing to fail. Don't let service mechanicals be the cause of a DNF for you. Look after your car and it will look after you.

Answer to Peter Riddle's motoring history quiz—**Guy Motors of Wolverhampton**

Stickers still available from **Alan Kirkham**, please contact him alanjirkham@yahoo.co.uk

SCCoN Window Stickers

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Contacts

President

David Mann

Management Team

Chairman

Mark Anison
01263 513052

Vice Chairman

Andrew Lawson

Club Secretary

Peter Riddle
clubsecretary@sccon.co.uk
01953 601174

Treasurer

David Leckie
treasurer@sccon.co.uk
01603 893294

Chief Marshal

Martin Newson
cjnewson32@yahoo.co.uk
01502 716280

Competition Secretary

Mike Smith
compsecretary@sccon.co.uk
01603 412053

Social Secretary

Howard Joynt
howardjoynt@googlemail.com
07917 060052

Membership Secretary

Alan Kirkham
membership@sccon.co.uk
07530 231722

Spotlight Distribution

Alan Kirkham
spotlight@sccon.co.uk
07530 231722

Child Protection

Christine Newson
cjnewson32@yahoo.co.uk

Company Secretary

David Leckie

01603 893294

Committee Members

Mike Lambert
Dale Lawson
Martin Newson
James Hodder



Editor

Matthew Hodder

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

or posted to:
Spotlight
8 Hamilton Walk
Martham
Great Yarmouth
NR29 4TB

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