

SCCoN Spotlight

Ed's trials

Hello from the orange overalls,

We were back at Snetterton, yet again, braving the rain and gusty wind to marshal at another PCA organised thanks to Howard. A good time was had by all. This time 2 of Team Hodder were amongst the marshals rather than competing in what was a hotly contested Micra line up. The drivers who have not yet left school and don't yet have a valid RTA driving licence all put on a good show; well done to each of them. Some steady and consistent driving proved to give commendable results. Meanwhile some more experienced drivers also showed some of the younger drivers some tips in a master class at the end of the day.

Please keep sticking to the rules of "Hands, faces and spaces". The club Covid-mobile appears at each event and there are no excuses for poor hand hygiene with all necessary supplies on board the converted golf buggy. If we want to keep meeting, & competing, we must comply with the rules; boring maybe, but necessary.

Spotlight will no longer be a monthly publication after the December issue. It has served its purpose as a monthly paper newsletter and has changed to become a less time constrained read. From January 2022 you will get 4 issues a year, spring, summer, autumn and winter. What's on and event updates are on the club website and the social media of Facebook, Twitter and Instagram. Other club websites such as AMSC have event notices from further afield. The days of waiting for Spotlight to arrive on your doormat with the latest event news and the regs for the next event have passed into history. Our next generation of drivers will have no concept of an eagerly awaited envelope.

Stay shiny side up, keep to the regs and enjoy our sport.

Matthew

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Inside this issue

HEF	2
Mull it over	5
Dansport rally report	6 & 7
Buzzing at Goodwood.....	8 to 11
Targa rallying	12
MSUK.....	13
HEF stickers.....	13
Towing update.....	14



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

"I always respected my opponents, because I too wanted respect from them. "
Giacomo Agostini

FAIRHEAD HENRY

Pat and family would like to thank everyone for the many cards, flowers and messages of sympathy received after the loss of Henry, also to those who attended the service and sent donations for the British Heart Foundation and RNLI totalling £839. Thanks also to Gordon Barber Funeral Home at Hoveton for the excellent arrangements.

From the EDP

October 30th

HENRY FAIRHEAD 1940 - 2021



When Henry visited SCCON's 70th anniversary commemoration event at Snetterton on 14th August 2021, he was his usual cheery, cheeky self. So there was surprise and great sadness when we learnt that Henry had died on 13th September. His funeral on 4th October showed the affection for him and the high regard in which he was held because it was attended by over 160 people of whom eight were representatives from SCCON.

The minister at Cromer Crematorium knew Henry personally and was able to give some insight into Henry's life that most members of SCCON will be unaware of. He was head boy of his school and he had a trial as a potential young footballer for Norwich City, though his lifelong allegiance as a football fan was to Wolverhampton Wanderers. He was also a very keen fisherman!

We knew Henry as a haulage contractor running his own lorry, but earlier in his working life he'd been a wherry-man. He said that sailing the wherry and loading and unloading it had been tremendously hard work, nevertheless he had thoroughly enjoyed it.

In motor sport, Henry rallied his red, white and green 1300cc Ford Escort Mk2 from the early eighties (or maybe earlier) and he completed a remarkable one hundred stage rallies in that car. In 1995 Henry won SCCON's stage rally driver of the year award for the fifth consecutive time.

He also raced Fords for ten years, starting his first race in a Fiesta XR2 Mk1 at



Mallory Park in 1991. In 1996, he swapped to an ex-Snetterton Racing School Escort XR3i and was immediately 3 seconds per lap faster than he'd been in his XR2. Henry retired from motor racing in 2000 and soon afterwards took on a new role as an MSA Scrutineer, mainly at Snetterton Circuit.

We knew Henry as a great supporter of the British Heart Foundation Charity Days at Snetterton, but he also found many ways to support folk around his home village of Honing when they needed help. Honing Village Hall is well known to SCCON members as the venue for the P & H 12-car rally that Pat and Henry have sponsored continuously since 1989. Henry always insisted that this event be run as a novice event to encourage newcomers because he was keen for as many people as possible to gain enjoyment from motor sport.

The members of SCCON have been privileged to share times with Henry Fairhead, a kind and good man, over many years. The Sporting Car Club of Norfolk sends heartfelt condolences to Pat, and to Pat and Henry's daughter Karen and son Adrian.

Peter Riddle October 2021

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 gets better the more good stuff 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.

**SCCoN AGM, coming soon on Zoom.
Watch out for news**

“Objects in the mirror may appear larger than they are in reality; unless you are driving a Micra, in which case they really are that large”



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

“Good drivers have dead flies on the side windows” Walter Rohrl



**SCCoN
Clothing
Get your kit on!
An ideal gift for the
SCCoNie in your life**

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

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



Beatson's Rally, Mull 2021.

Depart Thurs 7th, arrived back home Mon 11th.

1270 miles driven, £300 diesel, and no problem getting it! and two ferry trips, out and back.

Fri 8th marshalling the shakedown at Duart Castle 7am - 2pm. Then SS1 Post 3 in the evening.

Sat 9th, afternoon, SS8 & SS11 Post 3 again, and then SS17 Post 8a in the night. Bizarrely we could clearly hear them in SS14 whilst waiting for our stage to start.

Four nights in a comfortable and warm shepherds hut. A good curry one night, lovely fish supper another, our BBQ served for the rest. Weather was typically dry, wet, windy, calm, sunny, overcast, cold and warm (no, not all at once!). Occasional wet feet, damp clothes, but still cheery. All part of marshalling in the elements of the Scottish western isles.

Difficult to pick a highlight - it was really nice to have all the drivers & navigators waving & smiling at the shakedown as we sent them on their way and back in again, And always thrilling to see them trying their absolute hardest in-stage. Several "well saved" slides, a couple not so well.

Only one incident with a car having an off on SS8, half dozen bodies pushing and they were soon on their way again.

Lowlight - probably after 7hrs at shakedown, going to collect our marshal bags to be told they had all gone. Apparently some marshals were collecting 'for others'? Hardly the end of the world though. The portable gas stove served its purpose well for being able to brew up during the quiet moments in-stage.

The return journey saw a detour at Oban due to a road closure, quite a few extra miles added but very scenic. Discovery did well, average 35.6mpg going up. Just about 31 coming home, must've been the extra mud on my boots [??]

All in all, a really good trip again with the lad. Will I be going again in 2022, probably not. But only due to wanting to get to some other events that are currently unchartered ground for me.

Dave "Shaggy" Saint



David Mann & Ian Doble competing in the 2021 Dasport Rally



Above
David & Ian stirring the
mud with the 'C'
(it may not be mud)



In slightly more dusty
conditions



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.

Dansport Historic Rally, 9/10th October 2021

A couple of years ago I asked SCCoN President, David Mann, if he would like to have a go at an HRCR Historic Road Rally driving our MGC GT. Well a couple of years passed by and I expect he thought I'd forgotten all about it, but the opportunity arose this year with the introduction of the Dansport Historic Rally based in Derbyshire. It included a two hour night section on Saturday evening and then day-light regularities and tests on Sunday.

The months leading up to the event created a few dramas in car preparation with the late arrival of a Gripper, plate type, limited slip diff., and then the weekend before, the front carburettor decided to start leaking from the jet, and new parts were required urgently. All these problems were sorted but it just adds more pressure when not only navigating, but also worrying about the reliability of the car. At least the worry of getting there and back was taken away when David kindly offered to trailer the car to the event.

The night section comprised of two Regularities in and around the maze of roads to the west of Sheffield locally known as "The Strines". There was a long run out allowing the first Reg to be plotted, while the speed changes were limited to either 30mph or 22mph through various hamlets, so in effect it was trying to emulate a traditional road rally, which it did admirably well. The placement of the hidden controls was such that everyone gained time penalties either early or late at most of them, and the roads presented a great challenge to both driver and navigator.

Sunday started bright and clear and most of the discussion at the re-start concerned the possibility of loads of walkers and cyclists hampering progress, but we were lucky and saw very few.

Competition started with two Tests in the grounds of Steve Perez's estate and comprised of a blast along the tarmac drives and across the fine gravel forecourt in front of his house. David started to get a feel for the car, which he found took some stopping, and we were 5 seconds quicker on the second run through.

Then it was into Reg 3, plotted the evening before, which we started pretty well with a 3 and 0 penalty at the first two ITCs then it all fell apart, as we missed a slot right and gained a maximum 1.00 minute penalty at the last ITC!

Now back to Steve Perez's for Tests 3 & 4 around more tracks and farm buildings. I made a silly mistake on Test 3, confusing myself with a dirt track off to the left, so on repeat as Test 4 we were 20 seconds quicker.

The navigation on the Regularities was all fairly straightforward too, but with some deviousness introduced at odd places to introduce the use of private land in some of the most unexpected places.

Reg 4 was a plot n'bash Herringbone but a small section of three bones explained they were all within 100 metres, which in fact turned into a straight-on at crossroads then around the back of a house situated on the other side of the road.

We were lucky here as we decided to just run early and not worry too much about times as we missed a slot on the previous Reg while discussing speed changes, and our exploits from the evening before reminded us that we needed to con-

concentrate on finding the route and all the controls, which stood us in good stead.

There was a bit of drama at the all tarmac Test 5 around the carpark and buildings of a DFS store when it became obvious to the marshal he needed to run folks at two minute intervals which resulted in quite a delay, and the organisers correctly extended the schedule of the rally at lunch to compensate for this. This went quite well, but we had a slight hesitation in the middle deciding which way to go, although the doughnuts around a cone were good fun with David saying "Oh your poor tyres!"

Reg 5 was a Deeliarity which is a description of the route to follow which cannot be plotted on the map. Within this Regularity there was a 1 mile, Test 6, across farm tracks over a couple of brows and through a farmyard liberally coated in cow muck. The test went well with just a minor hesitation at a 90 right around a farm building which may have cost us a few seconds. The clever bit here was to start the second half of the Regularity at the time which you finished the test, a tricky one to remember, and I was a bit late stopping/starting the clock. This final piece of Regularity instructed us to turn left at crossroads at 2.09 miles, which was just a gravel track into a field once again. While debating if we were correct, as our trip read 2.05 mls, we saw the red Volvo seeded in front of us re-joining the road further down so that helped us make up our mind.

Then it was off to lunch for a cup of soup and some more plotting. Very sensibly the organisers decided to add a half hour into the halt and extend OTL to 45 minutes following the hold-up at Test 5. Reg 6 had been pre-plotted and I had not read, or forgotten, the arrows part of "follow diagrams and arrows" in the handout, while trundling along it came as rather a surprise when a large yellow arrow instructed us to leave the road and enter a gravel area where we found another marshal. Again the red Volvo came to our aid. The final run to the last control was a white though a quarry. Dave Bell gave us, what he thought was some useful info on this one, but it was of little use to us as we lost about 5 minutes trying to find the correct slot out of the quarry yard. We were very grateful for the one minute maximum lateness penalty at Intermediate Regularity Controls.

Reg 7 was a London Road map which plotted very easily, but with the sting in the tail being an impossible hairpin right. Again Dave Bell told us this was really very tight and competitors on night road rallies were not allowed to handbrake it, but there was a suitable area just beyond in which to turn around. As we approached this junction the car in front was just beginning to attack it. While he was nose into the far bank David managed to squeeze quickly though behind him and execute a neat handbrake turn on some gravel and appear back on the tail of the Hillman Hunter in front. We were really pleased with ourselves, but our enthusiasm resulted in a 43 second early penalty at the next ITC, never mind it was good fun.

The last Reg was a Jogularity, but again descriptive rather than tulips, and this time I managed to change the clock into "Jogularity mode" although a lot of good it did me! There were a couple of diversions onto private land with rather vague instructions just explaining junction "do" or "do not" do something and these short diversions usually held the ITC. We concentrated on finding all the ITCs and the times took a back seat once again. That was the last of the road sections with just two more Tests back at Steve Perez's property. These were an amalgamation of the previous tests and David was now used to the car and laid down a very high benchmark for me to aim at when I next have a go behind the wheel.

An MGC GT is not the most ideal of cars for rallying but it is smooth, has lots of torque and great driveability, but just a bit of a handful in the tests as the steering is quite heavy. The LSD helps, and it is possible not to suffer from terminal understeer, as shown in the attached photographs.

We managed to find all the controls, in the correct order but our times were a bit erratic to say the least varying from zero to a few one minute maximums throughout the event. All in all a thoroughly enjoyable event, very tough, but exactly what the HRCR road rally championship is all about. It kept us on the go all day with a great route, sensible navigation, but the variety of speed changes were way above my pay grade now. Oh Yes, and we finished 24th out of 47 starters, so we beat our seeding of 30 which considering David has not driven on a "proper" rally for 8 years, and in a strange car, while I have not navigated on one of these Regularity events for over two years we were quite pleased with our result. Even better the car is still in one piece and just needed a visit to Norwich Truck Wash to remove all the cow muck!

Ian Doble & David Mann 15 October 2021

Diary Dates

12th November, the Lyng Garage 12 Car organised by Jonathan Stimpson & Rob Kitchen takes place, the Clubs first 12 Car for some time, entries opened today and are sure to fill up fast

21st November Cadders Hill for our first Production Car trial since 2019. Entries open on the 17th October

28th November What will probably be our final competitive event of the year takes place at **Snetterton**, this time for a grass PCA. Entries open on the 1st November

This section is unlikely to appear in the new quarterly edition of Spotlight from January 2022 onwards.

SUNDAY 1ST DEC

Foxborough Hills car trial
Foxborough Hills,
Halstead Road
Sible Hedingham,
Essex
CO9 3AN
A WSMC event

BUZZIE makes it to the Goodwood members meeting - Oct 2021



'Buzzie' is one of the oldest 500cc single-seater racing cars and it has just competed in a motor race for the first time since 1949. Buzzie holds a significant place in British motor racing history because it was one of only seven entries in the first motor race to be held in Britain after World War Two. The race was organised by Cambridge University Automobile Club and the Vintage Sports Car Club on 13th July 1947 at Gransden Lodge Aerodrome near Cambridge.

Buzzie was built for an outlay of £35 spent on second-hand parts, by Bristolian Jim Bosisto, an RAF NCO. The chassis was a modified Morris Eight chassis, the front suspension was from a Morgan 3-wheeler, while the rear was the front suspension from a front-wheel-drive BSA 3-wheeler with its steering fixed in the straight ahead position. The engine was a pre-war Douglas dirt-track 494cc air-cooled flat-twin. Buzzie had chain drive from the engine to a Norton motorcycle gearbox with another chain drive to the rear axle.

At Gransden Lodge in 1947, Adrian Butler's Stromboli wouldn't start so he didn't make the race; John Cooper was another non-starter for an unspecified reason. In the race, Colin Strang's Strang-Vincent suffered oiling of his spark plug, Wing Commander Frank Aikens AFC had the Triumph engine of his Aikens Special tighten up, probably due to overheating, Frank Bacon's FHB-Rudge, broke its primary chain and Jim Bosisto could only select first, second and fourth gears. Eric Brandon's Cooper-JAP wasn't the fastest, but by the end of the race his was the only car still running reliably. His average speed was 55.79 mph with a best lap of 65.38 mph.

My friend Douglas McLay bought Buzzie from a car boot sale about 25 years ago. It consisted of just the rusty chassis, suspension, wheels and axles but had no engine, transmission or bodywork. When Doug bought

the car, it hadn't been correctly identified so, after getting it home, Doug set about establishing what it really was.

He was greatly helped in this by Duncan Rabagliati, who has incalculable knowledge about rare cars. Duncan is known to SCCON because he brought his Connaught L2 (registered MPH 996) to SCCON's 60th Anniversary Commemoration event at Kimberley Hall in May 2011. That very car had been raced several times by SCCON founder member Bobby Pat-tenden during 1951.

With the help of period photos, Doug's purchase was confirmed to be Jim Bosisto's Buzzie, of which he only built one example. In 1948, Jim built another 500cc racing car that he called Buzzie II, but it was significantly different from his first Buzzie because it had an Iota chassis, coil spring rear suspension and a JAP engine. Buzzie II raced in the very first motor race to be held at Silverstone, the opening race on the programme for the 1948 British Grand Prix meeting held on 2nd October. See the Appendix to this article for how Buzzie II fared at Silverstone.

Douglas was pleased to discover that his Buzzie ran with a Douglas engine - his namesake motorcycle manufacturer, but then the difficulty of rebuilding the car became apparent. He was racing in the Monoposto series which took most of Doug's time, so Buzzie was a long term project that progressed slowly. He began by restoring the rolling chassis and by 2005 he'd had the frontal bodywork re-made from aluminium sheet.

The biggest problem was: where can you get a Douglas dirt-track, longitudinal flat-twin engine? They were pretty much unavailable, but Doug started collecting whatever he could get. About fifteen years ago he bought an engine originally made in 1926 from the London Douglas Motorcycle Club (LDMC). It came as a box of rusty bits but it enabled Doug to start learning about the Douglas dirt-track 500 and what an extraordinary engine it is. The con-rods are in one piece, as is the crankshaft. So you have to wiggle each con-rod along the crank until it gets to its own crank journal, then you have to build the ball-race big end bearings into the gap. The cylinder head 'gaskets' were diamond-section copper rings so you have to find someone who can make something very similar. Lubrication is by a two-stage low pressure pump; the first stage is fed by gravity and sends oil to a metering element with an adjustment valve. The metered output then feeds the second stage that pumps oil onto the 'floor' of the sump. The crankshaft hits this puddle of oil, creating splash lubrication for all the internal parts of the engine. It's a total loss system, and the used oil departs via the engine breather system that passes oil mist around the chain drive and the cams. But the pushrods and rockers are on the outside, next to the air-cooled cylinders, so these have to be regularly lubricated from a hand-held oil can. And you wonder why there aren't many of these engines still around!

Doug managed to get the bottom end of this engine reconditioned but then the project stalled until about five years ago when he saw another engine (also in pieces) for sale on e-bay and his bid was successful. He was then able to progressively complete the 1926 engine for Buzzie. Some of Doug's racing contacts then came to the rescue and Ewen Ser-

Micra Challenge

For those of you who have enjoyed the fun which can be had competing in a Nissan

Micra there is a new challenge; just that, the all new SCCoN Micra Challenge.

For drivers of the diminutive hatchbacks, from the venerable K10 onwards, we have a club challenge which forms its very own championship for all aspects of Micra competing. It works in a similar fashion to most single vehicle classes and will result in a winner at the end of 2021. Competitors using one of the fleet of SCCoN Micras, kindly facilitated by Howard, will be included as will any club member or affiliate member using a Micra in accordance with the SCCoN Micra Challenge guidelines.

The plans for 2020 were disrupted by Covid-19.

See the club website for details

gison and his team at AVIT Motorsport designed and made the parts needed to install the engine and gearbox into Buzzie's chassis. Then they configured and fitted the chain drives to and from the Norton gearbox. Ewen gave the car a short test run on petrol and returned the car to Douglas who then had to re-tune the engine to run on methanol because it had been built to 'methanol spec.' with high compression pistons.

After this work had been completed, the engine was started a few times and Doug gave the car a couple of short test drives on private land to ensure that Buzzie was ready for the 2020 Members' Meeting at Goodwood. But then the coronavirus pandemic struck and the 2020 Members' Meeting was cancelled. When it was confirmed that the 2021 Members' Meeting would definitely happen, Buzzie was recommissioned and given another test run on a tarmac airstrip before being trailered to Goodwood.

Douglas was under no illusions about Buzzie's performance and he expected it to be the slowest car in the Don Parker Trophy Race. Most of the other cars were newer, benefitting from development in the late 1940s and early 1950s and they'd all had recent competition use. But their biggest advantage was their Norton, Vincent or J.A.P. engines, all of which were a lot more powerful than Buzzie's Douglas dirt-track motor. Furthermore, Buzzie hadn't been all that reliable when she was new, so Doug's realistic aspiration was just to get round Goodwood a few times.

Having passed scrutineering on the Friday, Douglas and his pit man Peter, who works for Mercedes-AMG Petronas Formula One Team, spent Saturday morning learning the best settings for starting the engine which is achieved using the original kick-start on the Norton gearbox that turns the box's first motion shaft. If you depress the clutch pedal, the engine won't start.

At Goodwood there was a lot of interest in Buzzie and I was kept employed telling many folk about the car's history and about its creator. By the 1980s Jim Bosisto was a Ferrari expert and he became the curator of Lord Brocket's Ferrari collection. In the mid-1990s Brocket was prosecuted for an insurance scam involving the dismantling of a 'Birdcage' Maserati and three Ferraris. A further charge was added for creating and selling a fake Ferrari 250GT SWB Berlinetta, and Brocket was given a five-year prison sentence. Bosisto was never directly implicated in Brocket's wrongdoings and he died before the case went to court but there was a presumption by some writers at the time that he must have been aware of what was going on.

Two friendly faces who visited us in the paddock at Goodwood were former SCCoN member John Styles who navigated for Roger Bennington in his Triumph TR7 V8 in the 1980s and Tony Davis an ex-member of West Suffolk Motor Club who rallied a Mini Cooper, a Ford Escort Mexico and a Toyota Corolla in the 1980s, often with Dick Lines navigating for him.

Shortly before 1pm, Buzzie was pushed from the paddock to the

collecting area, where she would be kick-started by Peter. I went to spectate at the Goodwood chicane. Doug commenced his practice session but only managed half a lap before suffering engine failure and he never reached me at the chicane. After the car was towed in from the circuit, it was easy to see the problem: the pushrod that operates the exhaust valve on the rear-most cylinder had jumped out of its recess in the rocker that operates the valve. How could that happen? We theorised that maybe the valve had stuck open, or there had been some valve bounce. Anyway Douglas and Peter got on with refitting the pushrod, adjusting the valve clearances and getting the engine running again. I left them to it as I wanted to keep clean because I'd followed Goodwood's dress code of 'smart casual' even down to wearing my Dad's demobilisation flat cap from 1946. My hat was a little bit older than Buzzie!

Douglas hadn't completed a whole lap of the track, but the organisers granted him another chance to qualify out of session which he completed on the Sunday morning without any problems. He was thus permitted to start the race from the back row of the grid, though not in last place.

For his race on Sunday afternoon, Doug completed his formation lap and lined up on the grid, but a driver near the front had a problem and raised his arm. This delayed the start and several more cars stalled on the grid including both Duncan Rabagliati's Comet and Buzzie.

Pit crews swarmed about re-starting many of the cars by using powered rollers against the rear wheels and most of the cars then drove another formation lap, but Duncan and Douglas both elected to start the race from the pit lane. In the race, Buzzie only completed three quarters of a lap before the same pushrod jumped out again, and back in the paddock it was discovered that the errant pushrod assembly was now shorter than the others; and the tappet-adjuster was loose despite having been done up 'kin-tight'. So the next thing was to understand how to prevent it happening again. Fortunately, a member of the LDMC visited Buzzie in the paddock and he had sprinted a Douglas dirt-track motorcycle. His recommendation was to fit copper washers under the locknuts on the tappet-adjusters. So this will be done before Buzzie's next competition outing which will probably be at a sprint or hill-climb meeting. Buzzie completed two whole laps and two part laps of Goodwood with only one recurrent problem, which is a similar level of reliability to when Buzzie was new. We're used to the almost complete dependability of modern cars, but what Doug achieved last weekend in a car with a 95 year old engine using all original parts was a huge credit to him, to Peter and to Ewen's team at AVIT. Well done guys!

Peter Riddle October 2021

The errant pushrod and the offset rocker that it pushes to operate the valve



Appendix - The first race at Silverstone

The 500 Club intended to run a race at Silverstone on 25th October 1947, and the farmer had agreed to this, so a group of members took eight of their racing cars to the former wartime airfield. But the land was still owned by the Air Ministry and their caretaker contacted the Police who arrived and made the 500 Club leave the site. The Police Sergeant suggested they spoke to Lord Hesketh (father of Lord Alexander Hesketh who founded the Hesketh F1 team) at Towcester. After opening his front door he said "come in dear boys, let's have some sherry and we'll talk about it". The result was a sprint event held that same afternoon on the Hesketh Estate. There is no record of Buzzie being present at this event. At Silverstone on 2nd October 1948, 28 cars started the very first race at Silverstone. It was a 50 mile race for 500cc cars and the entries included Stirling Moss in a Cooper and Jim Bosisto in Buzzie II. Only eight were still running at the finish and the race was won by Spike Rhiando in his Cooper-JAP at an average speed of 60.68 mph. After gearbox trouble during practice, Bosisto started from row six on the grid but, according to a report of the time, he retired "after only one lap with his gearbox stripped". Stirling Moss retired from leading the race when the nut securing one of his drive sprockets came undone. A few years later, in 1953, Stirling became a Vice President of SCCON.

SCCoN proudly supports the Anglia Motor Sport Club **Better Together**

initiative and champions inclusivity within our Club and events .

Better Together aims to knock down barriers, raise awareness of issues in motorsport and challenge discriminatory behaviours and attitudes, with the long-term goal of making motorsport more inclusive and accessible for all.



We need to give motorsport a future. Let's make motorsport accessible to all!
#WeAreBetterTogether

Targa Report two

Targa Tales ... There was a star of stage, pub karaoke, nightclub dance floor and commentary box taking part in last weekend's Solway Targa Rally. One who was more used to the brute force of a rear-wheel-drive Ford Escort Mk2, he appeared in a more modest front wheel drive Nisan Micra of indeterminate vintage. Instead of 270 hp pushing him, he had 60 pp pulling him. The measurement 'pp' refers of course to puppy power as opposed to horsepower as the car wasn't big enough to be a pony let alone a horse.

Undaunted he and his co-pilot set about the task in hand, to win a trophy at all costs. With the sound of valve bounce echoing around the Dundernan ranges like staccato machine gun chatter, the Micra was launched headlong into the Tests there to do battle with stubborn traffic cones and ever vigilant Marshals.

Sad to report, they didn't win but it wasn't for the want of trying, although there will be one tree which won't be sorry to see the back of the Micra - even if it did leave its mark on the Micra's butt.

Fortunately, a snapshot of this frenetic activity was captured digitally with which to inform and entertain the nation and inspire youngsters to take up the sport on the basis you don't have to be half bad to beat the established stars!

Having added a bottle of Lucozade to the E10 mix Messrs Wilson & Grommet set off like a damp firework, tyres screechless, but not for the want of trying. There was no need to slow up for Code boards, they weren't going fast enough to miss them.

Approaching the cones, the power steering filched from the SS Waverley was wound up to full lock to try and guide the velocipede around the first cone. With no acceleration left and the steering on the bump stops the handbrake was called into action. It was about as effective as a wean hauling in an anchor, requiring much sweating and grunting and the use of both hands.

With no visible deceleration the sideways approach speed remained undiminished, the wee car teetering on the edge of disaster. Having successfully slithered to an almost halt, acceleration was then called for to exit the last corner. Sadly, there was none of that either, although sufficient momentum was retained to propel the tardy beast in a forward direction, till the next handbrake turn.

Steam erupting from the windows and through the gaps in the bodywork provided evidence of the effort within. So how on earth did it manage to get up enough steam to slide off the road where it had to be retrieved by Donald the Sweeper in the big van?

Never was such an innocent wee beastie so cruelly tortured by such a pair of heartless heavies in the pursuit of personal pleasure. And they call this sport!

John Fife

Targa Rally Scrutineering

MSUK have had some concerns raised by Scrutineers about general vehicle compliance in Targa Rallies. When these non-compliance issues were raised by the Scrutineers at a recent event the common answer from competitors was that they have not competed in many events previously where these have not been picked up. Scrutineers, and Competitors, need to remember that Targa Rallies are Road Rallies and the Road Rally regulations in R18 apply. Examples of issues picked up at a single event are two cars running LED auxiliary lights on the front and rear of the vehicle, with one of these cars was also using an upright hydraulic WRC-style hand brake. Other cars were found with carbon fibre door cards and no interior trim in the back and only the bottom half of the rear seat fitted. MSUK received a separate report about a competitor entering a rear wheel drive converted Impreza. When the Scrutineer advised that it did not comply with R18.3.5, the competitor again argued that they had done loads of Road Rallies in it and had never been stopped. As well as ensuring the correct regulations are adhered to, it is very important that the scrutineering standards are consistent. It makes it very hard for Scrutineers to apply the regulations and have the non-compliant issued corrected if the competitors have been allowed to compete with the issue unnoticed or unrectified at previous events.

So Targa teams, please make sure that your car is Targa compliant before you compete and don't vent at a scrutineer when they point out an issue that has previously been overlooked.

Reminder on SORN Vehicles

With a large part of 2020 and 2021 spent in lockdown there may be a chance that a competitor's vehicle has been SORN and taken off the road for a period of time. It therefore serves as a reminder, that where cars used in competition are required to compete in a road legal condition as per the blue book the vehicle must be taxed as a private car, have registration documents, and where required by law, hold a valid MOT Certificate. Cars in excess of 40 years old may be registered as an "historic vehicle" but they still need to be taxed for road use (at zero cost)

The government have a vehicle registration checking tool which can give you information on whether the car is taxed or SORN, and if it has a valid MOT. MSUK officials may use this tool to check that your car meets the regs for the event you have entered.

Remembering 'our' Henry

Henry Fairhead (1940 - 2021) was a great supporter of the British Heart Foundation and the BHF Charity days held at Snetterton. We can remember Henry and support the BHF by displaying new 'HEF 80' stickers on our cars. They feature Henry's initials and 80 (because he lived to eighty years of age) with the BHF logo below. The stickers are available from Barrie Marshal (07881-912788 or barriermarshall@yahoo.co.uk) and from Peter Riddle & other committee members at SCCON events. **A donation to the BHF would be appreciated.**

Barrie's friendship with Henry extended over many years, initially via the Dilham Football Club that Henry supported. When Barrie was rallying in the 1970s, the ever-generous Henry used to give him some sponsorship towards the cost of his motor sport and Barrie was instrumental in getting Henry into motor sport. He asked Henry to co-drive for him on a SCCON single-venue stage rally in Hockerling Wood so he could see where his money was going and that was the only event on which Henry co-drove! Deciding that he'd rather be on the other side of the car, he bought himself a Mk 1 Escort then, two years later, after Barrie stopped rallying in 1980 due to having a young family, Henry bought Barrie's red, white and green Mk 2 Escort. Henry's lasting enjoyment of motor sport and his long association with SCCON continued for the rest of his life. Barrie and his family have recently joined SCCON again, so you can look forward to meeting them on future events.



New rules for towing a trailer with a car from 15 November 2021

There will be new rules about towing a trailer or caravan with a car from 15 November 2021. Find out how the changes affect you. **If you passed your car driving test after 1 January 1997**, you'll be allowed to tow trailers up to 3,500kg MAM from 15 November 2021.

DVLA will update your driving licence record to show that you're allowed to tow trailers. You'll get category BE added to your driving licence when you get a new photocard driving licence. You do not need to contact DVLA for this to happen. It will be done automatically.

Old duffers like me, and most of the SCCoN committee, can carry on towing as we always have.

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

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.

Get stuck in and stuck up. Get HEF stickers too see page 13

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Please ask for help if you are not a wordsmith. I will happily help you to create an article or I can take notes from a phone call to get your story in print.