

SECON Spotlight

Chairman in the Spotlight

Chairman's Report March 2022

Well it has been sometime since I have done this, as you know I stood down from being Chairperson for a while and now come forward to help as Mark Annison has had to stand down because at the amount of work he now has on his hands, so here we go again round two. We have already been busy this year with the 12 car events, trials, autotests and the big rally at Snetterton. All of the events have been safely run by the organisers/ management teams and with great support from the marshals. Snetterton Stages 2022 Most of the events have been run in reasonable weather conditions, until the Snetterton Stages Rally. Then it hit us all in one weekend. All week the forecasts seemed to be getting worse every time I looked at them. They were right too as the timing and how bad things were going to get. Friday Set-up. It was a bit challenging, in the morning it was not too bad they said it would get worse they were right. At some points it was hard to stand up straight, and you were moving one step forward and two back. We wanted to layout the cones, bales and barriers. With how high the wind was we were advised to leave it until the morning of the rally. Knowing how much was left to do my team laid everything out in my area behind the pit garages and to my surprise it was still where we had left in the morning, a result. It is reported elsewhere on the day of action and loads of video on Facebook and Youtube. To bring you up to date the weather really hit again at lunchtime on Saturday with the rain. I didn't realise how wet I had got, after 2-3 hours of rain I went back into the garage to change my wet clothes and waterproofs into my spare set. Only to find I was wet through again a couple of hours later. It is a good job the rally cars were interesting going through our sector. Later it was interesting driving home in cold wet feet. All in all it was a good day.

Martin

And a reminder

July 31st

You might have heard we are planning to expand the Classic Run Day this year. In the main the bulk of the run will be based at Snetterton with various activities happening through out the day.

Inside this issue

Chairman.....	1
Ed's trials	2
Pancake Rally.....	2 to 7
More Goodwood.....	9 to 13
Letter from EACH	8
Scrutineering.....	14
Humour.....	15
The Preston.....	16
Look harder.....	21 to 27



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

"It is necessary to relax your muscles when you can. Relaxing your brain is fatal." Sir Stirling Moss

Ed's Trials

This is the very first Quarterly edition of Spotlight, I am sorry it has been a bit late in production but Covid and another health condition hampered my usual enthusiasm. I hope you will enjoy the content. I look forward to seeing you out and about, Having been a marshal at Brands Stages and Snetterton, Clacton will be my next outing in orange. See you all soon.

Regards,

Matthew

The Classic Cars will leave Snetterton first thing on Sunday morning, and while they are gone we will be setting up for the rest of the day. Please keep an eye on the SCCoN web pages as there will be a number of things announced the coming months.

Of course we will be needing a small army of volunteers to keep things running smoothly. We will be asking the car club membership to help in various roles, can you help?

Please email me Martin Newson so I can add you to the list
cjnewson32@yahoo.co.uk





1969 'PANCAKE' RALLY

**An AEMC and ASEMCC
Championship Event**

**Additional
Supplementary
Regulations**

**THE SPORTING
CAR CLUB OF
N O R F O L K**

Henry Hardiment kindly lent me this super piece of SCCoN history . I have scanned a few pages and added them here; they make a good read. I have removed addresses and phone numbers because although GDPR did not apply in 1969 it does apply today and I have no idea if any of that information is current or not.

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 **once again** being held at the White Horse, Trowse, NR14 8ST.

A blank spot for your jottings.



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 closer you are to death, the more alive you feel." James Hunt



SCCoN Clothing Get your kit on!

For price information,
drop Ali a line at

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S P O R T I N G C A R C L U B O F N O R F O L K

President: A. E. CLEGHORN
Vice-Presidents: G. J. Arnold, F. P. C. Garland, J. G. S. Sears

FOREWORD

1969 PANCAKE RALLY

As with so many events in the winter of 67/68, the 1968 Pancake Rally fell victim to the Foot and Mouth disease epidemic. This enforced rest has, however, allowed the Organising Committee to restyle the 1969 event.

In previous years the Pancake has traditionally been a daylight event. We have decided in view of increasing Sunday traffic (even in darkest Norfolk) to make this year's rally an overnight one. Another first is the inclusion of Stages; at least four will be used, ranging from one to three miles in length on a variety of surfaces.

Navigation throughout will be straightforward but even so the 'lefthand side' of the crew should be kept busy. For the drivers we can promise an interesting 250-mile trip around the two favourite Norfolk maps, Nos 125 and 136.

As you may already know, the rally was originally scheduled for 8/9th February, but had to be cancelled at the eleventh hour due to the route becoming impassable following blizzards. The only variation from the route outlined in the original Regs. is the reduction of the number of 'whites' to around 13 miles; those remaining may be muddy but are most unlikely to be damaging.

Norfolk has always been a popular hunting ground for A.E.M.C. Championship events; we hope, therefore, that you will decide to support a Norfolk club on their 'home' event. If you do we feel that you will have an enjoyable night's rallying.

Mike Dixon
Malcolm Fisher
Ivan Ringwood
Tony Marcantonio

Look at the historical context of a simple document such as this. I recall the devastation reeked by the Foot & Mouth outbreak in the late 1960s.

Advert

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rye.racingderek@aol.com

**Corbeau Seats UK
Discount**

Please contact Derek Webb for up to 20% discount on Corbeau Seats products



**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.

(iv) Best Novice Award for driver and navigator

(v) Awards for best team (2 cars) subject to a minimum of 3 entries

Minimum, 20 Maximum, 80

st Opens forthwith and closes first post on Monday 31st March 1969.

All entries will be acknowledged.

es £2-0-0 per car. 10/- per team of 2 cars

s Secretary of the Rally M. Dixon,
to whom all entries
should be sent

Telephone

Clerk of the Course I. D. Ringwood,

Telephone

Stewards R. Amey
T.B.N.

Scrutineer K. Andrews

Chief Marshal A. P. Marcantonio,

Telephone

Timekeeper Brian James

15. Results Provisional results will be posted to competitors as soon as possible after the event. Protests must be made in writing within seven days of receipt to the Stewards accompanied by a fee of one guinea. If no protests are received the provisional results will be deemed final.
16. Identification Competitors' numbers on top nearside corner of windscreen and rear nearside window.
17. Road Books And any other supplementary information will be issued at the start or as required during the event.
18. Timing Will be by Marshals using the Targa system on Ingersoll watches supplied by Rally Maps. Selectives timed to the nearest second may be included.
19. Special Stages Four stages with a mixture of surfaces, from one to three miles in length, timed to the second, will be included. Crash helmets must be worn by all members of the crew. The stages will be well arrowed.
20. Checks May be established to observe adherence to route, out-of-bounds areas and compliances with noise regulations.
21. Lateness Must be reduced at the rest halt.
22. Penalties As per SSR D 65 with the following exceptions:-
- | | |
|--|----------------|
| (a) Not reporting at a control | 1 Fail |
| (b) Not providing proof of visiting a check | 150 marks lost |
| (e) Not attempting or failing to finish a special stage | 1 Fail |
| (1) No penalty for early arrival will be applied subject to SSR D 65 (o) | |



East Anglia's
Children's Hospices

Sporting Car Club of Norfolk Limited

09 February 2022
Supporter ID: 81319

Dear members, thank you for being amazing!

Dear Sporting Car Club of Norfolk Limited,

Let me say just how incredibly grateful we are for your continued support most recently raising £300.00 through your Mid Summer Classic car run for members and other local car enthusiasts. Your continued kindness means 568 children, young people and their families can receive outstanding specialist medical and emotional support from the dedicated EACH Care Team, free of charge for as long as they need.

For children like Erin and her family, this means spending time at the hospice making memories and enjoying activities that wouldn't be possible at home.

"Erin's condition now is that her kidneys are only functioning at 10% - dialysis isn't an option as her heart would not with stand it. We are just living day to day, enjoying the time we have together and living life as much as we can." - **Helen, Erin's mum**

Thank you for making EACH's vital work possible, we could not do it without you. If you would like any further information on how your support makes a difference, please do contact us on the details below.

Kind Regards,

Tim Jenkins

Community Fundraiser (Norfolk)

01508 500893 | tim.jenkins@each.org.uk

EACH Fundraising Team, Unit 18, First Floor, Manor Farm Barns, Fox Road, Framingham Pigot, Norwich, NR14 7PZ

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A thank you letter from EACH

Some contrasts at the 78th Goodwood members meeting - October 2021

Peter Riddle brings us some fascinating facts and photos in his final article about his visit to Goodwood

This is the final article about my visit to the 2021 Goodwood Members Meeting. The event attracts a superb variety of his and some of them provided striking contrasts. I'd like to tell you about a couple of them.



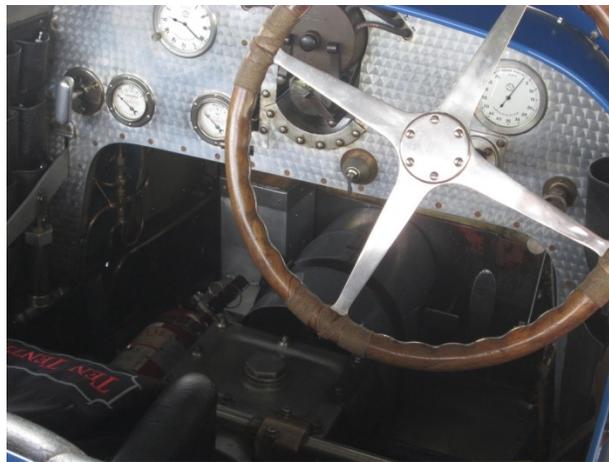
Prices for correct original Bugatti Type 35s start at £1 million and can reach several million. There were five of them racing at Goodwood and three of them parked in a row in the paddock garages provided quite a contrast. From left to right they were: Race no. 13 - a 1925 Type 35 owned by Duncan Pittaway, no. 1 - a 1927 Type 35B owned by Martin Halusa and no. 35 - another 1927 Type 35B owned by Nick Mason, Pink Floyd's drummer. Strangely, Bugatti produced the Type 35B model AFTER the Type 35C.



The contrast between these three cars was their condition. Number 13 looked as if it had never been restored with faded matt blue paintwork and a general scruffiness that I thought was very appropriate for a well-used racing car. Number 35 looked like new after a stem-to-stern rebuild, and number 1 was in between.



Tatty dashboard of Bugatti no. 13



Pristine dashboard of Bugatti no. 35

The Type 35 had a 2.0 litre straight eight engine with ball-race main bearings that produced 90 bhp. The 35B had a 2.3 litre supercharged version of the same engine producing 138 bhp. The Type 35's were fast and super-robust racing cars, winning the Targa Florio five times in the 1920s. And a Type 35B in British Racing Green won the 1929 French Grand Prix at Le Mans driven by the Briton William Grover-Williams.

In total 'Williams', as he was known, won seven Grand Prix. During the war he worked for SOE (the Special Operations Executive) and was executed by the Nazis in March 1945. At St. Devote corner on the Monaco Grand Prix circuit, there's a full size bronze statue of Grover-Williams' sitting in in his 1929 Monte Carlo GP winning Bugatti.



Above - Supercharged straight eight engine of no. 35 Bugatti

Below - Like new - front suspension detail of no. 35 Bugatti

The Earl Howe Trophy race at Goodwood was won by James Wood, driving Nick Mason's supercharged Bugatti (no. 35) with Lucas Halusa piloting his Dad's supercharged Bugatti (no. 1) into third place.

The other contrast that quite amused me was to see the largest car at Goodwood parked next to one of the smallest. The big car is the red Fiat S76 known as the 'Beast of Turin' or 'Il Monstro' meaning the monster. The Fiat is owned by Duncan Pittaway (who also owns the Bugatti no. 13). Two were built for an attempt on the World Land Speed record fitted with a 28.4 litre 4-cylinder engine reputed to deliver 290 bhp. This is believed to be the largest capacity engine ever fitted to a car. The pistons must be nearly the size of a bucket!

The car is geared to run at 128 mph at 1000 rpm and an S76 reached 132 mph at Ostend in Belgium in 1913. This was faster than the Land Speed Record at that time but because a return run in the opposite direction couldn't be completed within an hour, the Fiat's run wasn't recognised as an official record.

The Fiat S76 was originally fitted with exhaust pipes, but there are period photos of the car with only short rectangular exhaust stubs bolted to the side of the engine and this is how Duncan runs the car. The Fiat S76 was originally fitted with exhaust pipes, but there are period photos of the car with only short rectangular exhaust stubs bolted to the side of the engine and this is how Duncan runs the car. The Fiat S76 was originally fitted with exhaust pipes, but there are period photos of the car with only short rectangular exhaust stubs bolted to the side of the engine and this is how Duncan runs the car nowadays. (Ed's note: Commentary from the event explained that for road use an exhaust system is fitted to the

car due to safety concerns and possibly to avoid attracting unwanted attention from the boys and girls in



blue)

1913/14 GN Grand Prix Cyclecar on the left beside the 1910 'Beast of Turin' on the right

It isn't possible to hand-crank such a large engine, so the starting procedure is to turn the engine to just past top dead centre and then step away from the starting handle. When the ignition magneto is switched on, the engine fires into life with flames belching from the exhaust stubs.

You can see 'The Beast' being started in the following YouTube clip:

<https://www.youtube.com/watch?v=BfYbH7926gk>

On a previous occasion Duncan drove the Fiat the 160 miles from his home to Goodwood. The fuel tank is only 10 gallons so a total of eleven refuelling stops were needed which works out at around 1.5 mpg. He tries to always drive his cars to events, rather than trailering them and I suspect that he drove his Bugatti to Goodwood for the 2021 Members Meeting.

As well as his Bugatti and Fiat, Duncan also owns a race-prepared GN Cyclecar and there was another GN alongside the Fiat at Goodwood. It's the earliest known GN still in existence, a Grand Prix model of 1913/14



Top GN Grand Prix steering system



Bottom GN's belt-drive and rear brake systems

Everything about the GN is tiny, simple and lightweight. The steering is by cable and bobbin and the example at Goodwood had a duplex system with twin bobbins. The extra bobbin is probably a later update to increase the car's safety. GN themselves changed to conventional steering boxes only a year after this GN was built. The drive to the solid rear axle (no differential) was via a vee-belt and braking, of the rear wheels only was by a tiny vee-block that rubbed on the vee-belt pulley.

As a tailpiece to this article, I recently met Eric Dewhurst, an old mate from University who I hadn't seen for many a year. When I mentioned the GN I'd seen at Goodwood, he told me that Basil Davenport's very fast GN special called 'Spider' had been built and maintained in the living room of Eric's house! In 1930 Davenport drove 'Spider' up Shelsley Walsh hill-climb nearly 2 seconds faster than Rudolf Caracciola's works Mercedes SSK !!!

Peter Riddle March 2022

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



MSUK may eventually expect clubs to have officers with roles specifically for inclusion and diversity.

You will not find humour which uses gender, race or disability to make a joke in Spotlight

If you haven't seen the work of Laura Cooledge please look at this video

<https://www.youtube.com/watch?v=KJxliitrndI>

Scrutineering

During lockdown and since there has been a considerable element of self scrutineering at events and competitors have, on the whole, been very good in complying with safety and competition rules. Now that we are getting back to more frequent events with larger grids it is incumbent upon us all to make sure that we are all as safe as possible when competing. To that end we will see more scrutineering taking place at events and we may have to make changes to our vehicles in order to comply. There is no defence in the statement "I've driven it like this for X many months, years or weeks" If a scrutineer points out an unsafe feature or a modification which does not comply with the blue book they are not taking a power trip, they are making competitions safer and fair for all including spectators.

I hope that we all see scrutineering as a necessary part of our sport and that we are all willing to cooperate, listen to advice and comply with the rules which govern each branch of motorsport . Rules are not for breaking, they are there to keep us safe.



Understanding Engineers

Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it isn't sufficiently complex yet.

The graduate with a Science degree asks, "Why does it work?"

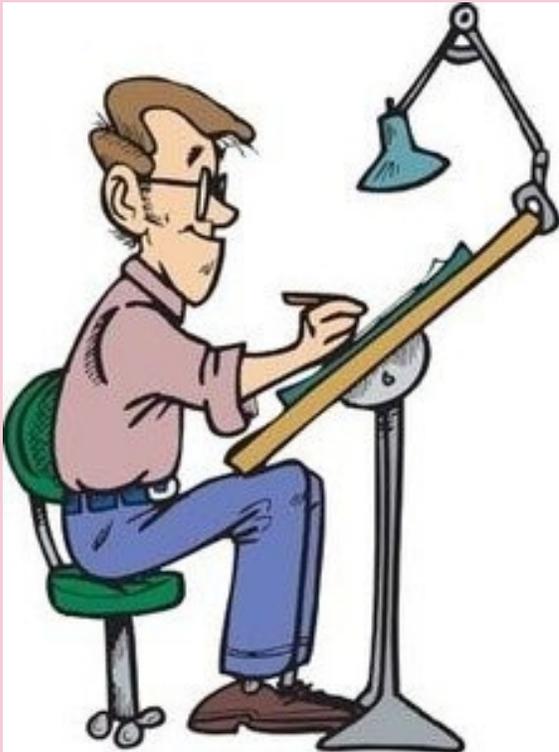
The graduate with an Engineering degree asks, "How does it work?"

The graduate with a Commerce degree asks, "How much will it cost?"

The graduate with a media studies degree asks, "Do you want fries with that?"

To the optimist, the glass is half-full. To the pessimist, the glass is half-empty. To the engineer, the glass is twice as big as it needs to be .

Humour from **Paul Doodson**



Social media and that interweb thingy

Don't forget that you can find SCCoN on Facebook too with photos, up to date news and events.



<https://www.facebook.com/groups/8540333831/>

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 edi-
tor

Please note if using
Royal Mail check
that you have paid
the correct postage.
The editor enjoys
getting your mail but
he doesn't like to
pay to receive it.

Preston Rally Report — A competitor's view

Sitting at the start of my fourth Preston as a driver the weather was giving us a hint of what to expect ahead, rain and more rain. After breaking the car last year, I was determined to finish this time and try not to focus too much on times or results.

We had a fairly steady start to our night trying to keep everything in one piece finally finding some pace in the forests. Kings East/West were just superb, 'flat' was the main instruction Brian was offering up here and it was very very quick. Made it to petrol 1 with a second fastest section time in the bag.

Successfully knocked the wind out of us both after hitting the Santon rollercoaster bumps all wrong and nosedived hard. We then very very nearly got beached in Mount Ephraim, and again in Wretham then finally succeeded at getting completely stuck in Abrey's farm along with 5 or 6 others. Enjoyed a flask of coffee with Brian sitting in the field whilst recovery got stuck too. Gutted we missed the jump in this section as it had to be cancelled! Out of the field eventually and off to petrol halt 2.

Berners Heath was unreal, it was like the 1000 lakes. Sad to see Matthew Abrey drowned out in here stuck in a huge puddle, we only just clawed our way out. Kings West was nearly the undoing of our night when the car overheated badly. The radiator was full of mud and we dropped a lot of time nursing it out. A huge thanks to Mark Slatcher for the use of his in car pressure washer and the marshal's (Mark Banham) for the water to clear the rad and get us going. Foxpin was so rough second time through, where do rocks that big even come from?! Pleased to see the last section as the car was scorching hot again and sounding rough.

We were trying not to look at the results too much all night but to come away with 2nd overall with the standard of entries felt almost like a win to us. Huge congratulations to John Davies and Nick Bloxham, incredible pace especially with no clutch for most of the night. Thank you, Brian for keeping a cool head, a brilliant performance. Also, thanks to all the landowners for helping make the rally what it is. What an experience as always, see you all again next year!

A huge thank you must go to David, Tony, Dan and the vast army of support to put on such a unique event. It was a pretty grim start to the night for the marshals, we really appreciate you all coming out.

Jonathan Stimpson and Brian Cammack - Car 14

Photos courtesy of Andy Manston



An excellent account and a very creditable result for Jonathan and Brian.

I know the Santon Rollercoaster well, having launched our long wheelbase Pajero there a few years back. Ed

Who is on the committee?

Please see below for details of committee members.

We act on your behalf, work without reward or remuneration to make sure that there are events for members to enjoy, spend time looking for event opportunities and deal with the aftermath of events., which can include sorting out cones or sorting out complaints.

If you want to know more about how the club runs or how you can help to make sure that the club carries on running, please get in touch.

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.

Stickers still available from **Dave Saint**

President – David Mann

Chairman – Martin Newson

Vice Chairman – Andrew Lawson

Secretary – Peter Riddle

Treasurer – David Leckie

Competition Secretary – Derek Webb

Membership Secretary – Alan Kirkham

Company Secretary – David Leckie

Social Secretary – Howard Joynt

Spotlight Editor – Matthew Hodder

AMSC Delegate – Dave Saint

Child Protection Officer – Christine Newson

Chief Marshal – Dave Saint

Covid Officer – David Leckie

Results wizard & Webitor – David Bell

Other Committee Members – Mark Annison, Nigel Cook, Paul Doodson, James Hodder, Dale Lawson



Spotlight articles should be emailed
to:

Spotlight@SCCoN.co.uk

or posted to:

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Martham
Great Yarmouth
NR29 4TB