

SCC Spotlight

The Newsletter of the Sporting Car Club of Norfolk

July 2020



Ford Escort Maxi Kit Car – New Brighton Promenade Stages 2009



www.instagram.com/SportingCarClubofNorfolk



www.twitter.com/SCCoNorfolk

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

Welcome to Spotlight...

Welcome to July's Spotlight. I am pleased to be able to start this month by telling you all (though I suspect most of you know) that motorsport is back! At the very top of the tree, the 2020 Formula 1 season finally got underway last weekend, with a dramatic race in Austria. The World Rally Championship has also announced a date for its return while, perhaps more importantly to us mere mortals, club racing has now restarted at circuits across the UK. This is great news, because it means we can all return to feeding our addiction and, for the first time in a long time, I could add events to the calendar in this issue, rather than remove them!

While competitive events are making a return, and the club committee, working with other clubs in the region, are now looking at getting our calendar back on track, there are likely to be some changes in how some events are run, or procedures on the day. Obviously these are being put in place for everybody's wellbeing, so I would urge you all to keep an eye out for information regarding events, and listen to any instructions given regarding COVID-19 safety measures.

Getting back to this issue, I'd like to thank Peter Riddle and Paul Doodson, who have continued to send me interesting and funny articles, as well as Dave Bell, who has been running virtual rallies, which have hopefully helped us all to get through this quiet period. As we get events back underway, hopefully there will be the usual event reports to bring you soon.

I continue to be on furlough from my main job, which has given me plenty of time for other things, including finally starting to work on a book I've been promising (threatening?) to write for nearly 10 years. It actually inspired this issue's cover photo, taken at the New Brighton Prom Rally in 2009. This was the first time I saw an Escort F2 car in the flesh – an ex-Gwyndaf Evans one no less, and one that relates to one of Paul's stories at the end of this issue – and it made a big impression, helping to cement my love of the F2 era. This relatively unknown/forgotten car is the subject, and I am currently going through piles of old magazines for research, which is time consuming, but pretty interesting for a '90s rally nerd like myself!

Finally, I just wanted to make you aware that Motorsport UK have been running a series of webinars in recent weeks about various aspects of club motorsport. I attended the social media one which, as I endlessly preach, is probably one of the most important avenues for club growth. You can find a recording of it, and others, here: <https://www.motorsportuk.org/resource-centre/clubs-organisers/club-webinars/>

Until next time...

Jon Scoltock – Editor, Spotlight
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If you'd like to read more of my motorsport-based ramblings, you can find me on the below social media channels:



www.Twitter.com/MaximumAttackDT



www.Instagram.com/MaximumAttackRallying

The Month Ahead...

Social Events

Howard – Social Secretary:

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

Diary Dates

Soon! 😊

Marshalling

Marshal Points:

Soon! 😊

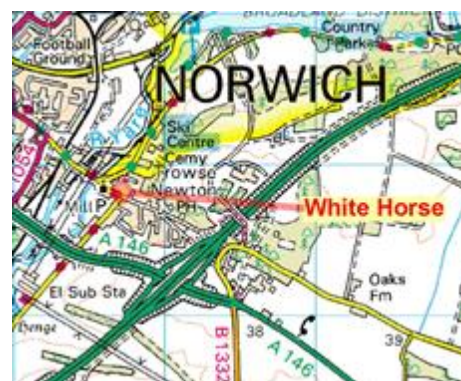
Club Nights

Do not forget that SCCoN club nights are currently held at the White Horse, Trowse, NR14 8ST. Any change in venue will be communicated through Spotlight or the SCCoN website. For directions, please refer to the map at the bottom of the page.

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!

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting the Championship Coordinator.

The date for the next club meeting will be announced as soon as possible, so stay tuned!



2020 Dates	Event	Champ.	Contact(s)
PLEASE NOTE THAT, DUE TO THE ONGOING COVID-19 SITUATION, THE DATES BELOW ARE SUBJECT TO CHANGE			
Sunday 19 th July	Wethersfield AutoSOLO	AMSC AutoSOLO Challenge 2020	WSMC
Sunday 16 th August	Gymkhana Chedburgh		WSMC
Thursday 20 th August	Club Night		
Sunday 23 rd August	AutoSOLO		David Leckie
Sunday 6 th September	Debden Targa		WSMC
Thursday 17 th September	Club Night		
Friday 25 th September	Priestly 12-Car		AMSC/Chelmsford MC
Sunday 27 th September	AutoSOLO		David Leckie
Thursday 15 th October	Club Night		
Sunday 18 th October	Wethersfield Stages		AMSC
Friday 30 th October	12-Car		
Sunday 1 st November	Bonfire Targa		Chelmsford MC
Sunday 8 th November	Debden AutoSOLO		WSMC
Sunday 15 th November	Trial		David Leckie
Thursday 19 th November	Club Night		
Friday 27 th November	12-Car		
Saturday 5 th December – Sunday 6 th December	The Preston		Chelmsford MC

For the latest information on upcoming club events, visit www.scon.co.uk/index.html

SCCoN Window Stickers

A limited number of SCCoN window stickers are available for £3 each including p&p.

These are printed to be stuck on the inside of the window, design is as below:



Self adhesive vinyl window sticker
measuring 195mm x 80mm.

Please email Mike Smith at mikey.j.smith@btopenworld.com if you would like one.

Payment by Paypal, cash or cheque thanks.

Please note that, if there is sufficient demand, more can be printed.



*"When
Reliability
Matters"*

Norfolk Classic and Sports Cars was born from a lifelong passion for motor sports and classic cars and was established with the aim of providing a reliable and complete service for classic and sports cars including on-event servicing for motorsport events as well as general servicing repairs and rally preparation work.

The founder of the company Robert Kitchen has been providing on-event support for the Endurance Classic Rally Association since 2000 and has worked on most of their long-distance endurance events over the last 15 years. Therefore, Robert has travelled many of the routes and first-hand experience of the problems encountered by classic vehicles on this type of event.

The company also carries out restoration work with workmanship undertaken to a meticulous standard. You can see some of our clients' cars in the Galleries section of our website at www.norfolkclassiccars.co.uk. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of events for which Robert has provided mechanical support.



SCCoN Club Clothing

Ali Hodder has very kindly arranged for a new line of club clothing to be produced.

With our nice new club leaflets and recent efforts to increase SCCoN's promotional activities, these are a great addition and perfect for making yourself stand out to other members at events!

These are being produced by EZY-TEES, based in Martham, near Great Yarmouth. They are able to provide a full range of clothing items, including:

T-shirts
Sweatshirts
Hoodies
Zip-up hoodies
Polo shirts

There are a couple of examples below:



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

Coronavirus has Turned things a Bit Bonkers - And So Were These Vehicles!

by Peter Riddle

1927 Motoruota Monowheel



The monowheel was first patented as a pedal-operated version by Georg Bergner in America in 1869, while the world's first powered monowheel was the Garavaglia that was displayed in Turin in 1904. It was two metres in diameter with a single cylinder engine and belt drive, though little is known about its capabilities.

This picture shows a monowheel designed and developed between 1923 and 1933 by Italians, Davide Cislighi and Giuseppi Goventosa. They founded the Motoruota Company in the mid-twenties in Milan to manufacture their monowheels. Early versions had a 175cc single cylinder engine with a three-speed gearbox, while later examples had 350cc Garelli engines. The steering wheel moved the lateral position of the rider's seat relative to the large diameter outer wheel. In 1924, Popular Science monthly reported that Cislighi had won a bet by driving one from Milan to the National Stadium in Rome, a distance of 570km. The photo above (coloured from the black and white original) was taken in 1931 and is believed to be one of Motoruota's customers, a Swiss engineer called Gerdes, riding his Motoruota Garelli at Arles in France while on his way to Spain, over 200km away. It is not recorded whether he got there.

Look at this video on You Tube (the date is variously attributed as 1932, 1933 or 1935), and you can see that the steering system worked really well: <https://www.youtube.com/watch?v=hQRsPln8HOQ>

The world speed record for a monowheel is now over 60 mph - rather scary I think!

Gordon Three-Wheeler 1954 to 1957



The Gordon three-wheeler car, manufactured by Vernons Industries during the economy car boom of the 1950s, was marketed as the cheapest car available in Britain. When launched it cost only £270 versus £443 for the Ford Popular which was the least expensive four-wheeler at that time.

Gordon was a subsidiary of Vernons Football Pools, so they were well financed, and they produced several hundred three-wheelers from their factory in Bidston on the Wirral, only six miles from where I grew up as a teenager. I once had an evening job, going door-to-door in Birkenhead, selling a football pools collection service for Vernons Pools, whose impressive Art-Deco HQ building was in Aintree, Liverpool, with views across the A59 to the Aintree motor racing circuit and Grand National steeplechase course on the far side of the road.

So, what is strange about the Gordon? Well, it was a car with a huge difference in the speed it could take left-hand versus right-hand corners. This little car (10' 2" long x 4' 9" wide) with just one tiny door had a single cylinder 197cc Villiers engine installed under a cover to the right of the driver. It had a 3-speed plus reverse gearbox with chain drive to only the right rear wheel. So, with the weight of the driver on the right and the engine cantilevered even further to the right side of the car (and with very little weight on the left), the Gordon could tip over quite easily during left turns, whereas it could be cornered much faster to the right!



A consignment of ten Gordons being collected by Raymond Way Motors of Kilburn, London

London car dealer Raymond Way, sold Gordons, and he was quite a character! The ex-RAF pilot, and former motorcycle 'Wall of Death' operator, traded both Winston Churchill's Daimler and Field Marshal Hermann Goering's armoured Mercedes car. He kept his car showroom open seven days a week from 9am to 10pm and he employed Chris Draper as a salesman to sell the Gordon. You may remember Chris from one of my previous 'Spotlight' articles: he was the 'mad Major' who flew under Tower Bridge twice, in 1931 and 1953.

1901 Sunbeam Mabley

The Sunbeam Mabley veteran cycle-car was the first vehicle produced by the Sunbeam Motor Car Company in Wolverhampton; they sold several hundred for £130 each. The myriad of early automobiles being made at that time had very few standard features; even so, this one was sufficiently idiosyncratic to stand out from the rest.



What was so unusual about the Mabley? First, it had its wheels arranged in a diamond pattern, with one front wheel, two on the middle axle and another single wheel at the rear. It was steered by a tiller that operated on both front and rear wheels, which were both offset from the vehicle's centre-line; the front wheel to the right and the rear wheel to the left. The Mabley was powered by a French De Dion Bouton water-cooled four-stroke single-cylinder engine of 237cc, mounted beside the front wheel with belt-drive to the centre axle. Sunbeam claimed the car could achieve 20mph on the level.

The unusual wheel layout was intended to reduce the risk of skidding (or the dreaded side-slip as it was sometimes known). The theory was that that the axle most likely to lose grip through braking or acceleration was the centre one so, if the tyres on that axle lost grip, the car would be very unlikely to skid or spin. Also, the four wheels each followed a different path along the ground, and Sunbeam asserted that this too reduced the risk of skidding on the loose surfaced roads of the time.

The other strange feature was that neither of the Sunbeam Mabley's two seats faced forwards! They both faced sideways towards opposite sides of the car, like a Victorian lovers' seat. The poor driver had to look past his passenger riding in the front seat and he got a crick in his neck from having to always look sideways to his left.

1913 Wolseley Shilovski Gyrocar



Peter Schilovski, a Russian Count, persuaded the Wolseley Tool and Motorcar Company (a sizeable and respected Edwardian car manufacturer) to build a gyroscopically-stabilised two-wheeler car. It was powered by Wolseley's 3-litre, 4-cylinder engine with a conventional clutch and gearbox. The only braking was provided by a single transmission brake on the propeller shaft. Behind the driver was a horizontal electric gyroscope of 40-inches diameter that ran at over 2000rpm and, if the gyro stopped, sprag legs with small wheels came out automatically on both sides of the machine to stop it falling over.

In 1913 it was tested on Bordesley Green Road, Birmingham, which is straight up the road from the Territorial Army Centre in Sparkbrook where I served from 1974 to 1979. And it worked, albeit with some shortcomings. Firstly, with a wheelbase of over 13 feet, it had a huge turning circle which necessitated some reversing to negotiate 90 degree corners in the city. During such manoeuvres, the gyroscope kept it upright the whole time. But on its way back to the Wolseley factory, the flywheel stopped turning and one of the sprags stopped the Gyrocar from falling right over. But it weighed 2.75 tons (of which the gyroscope was over half a ton), and eight men were needed to lift it upright while the drive to the flywheel was re-established. This vast weight must also have put a question mark against the durability of the tyres.

It was later demonstrated in Regent's Park in London, where it surprised onlookers because it didn't lean over when going round corners like a motorcycle does. Plus, it could be brought to a standstill (with the engine still running to provide power for the gyro) and it remained upright while people clambered on and off.

Rather weirdly, the car was buried by Wolseley during World War I, possibly to save it being recycled into war machinery. It was then disinterred in 1938 and restored for display in the Wolseley Museum, but only ten years later it was inexplicably broken up and scrapped for good.

All a bit bonkers really!

Obituary - Martin Holmes – Mr Rallying?!

(25th April 1940 - 11th June 2020)



Martin Holmes was a long-time member of Sutton and Cheam Motor Club and not a SCCoN member, but he perhaps deserves the title of Mr Rallying. He entered (and won) his first event in 1959 in an Isetta bubble car. Then, in the 1960s and 70s, he navigated for several drivers in the Motoring News Road Rally Championship, winning the 1971 Illuminations Rally and the 1972 Plains Rally, navigating Paul Faulkner's Ford Escort with sponsorship from Cars and Car Conversions Magazine. His total MN points score exceeds those of several MN-series Champions. An unusual car for road rallying, (and certainly not the easiest in which to navigate) was Alan Conley's Clan Crusader. In 1973, Martin achieved several top five finishes with Alan on Motoring News rounds, including second place on the Rally of the Vales.

During the 1960s he also started writing articles for Sutton and Cheam MC's magazine (also called Spotlight) that led him to submit rally reports to Motoring News and Autosport. As well as competing, Martin managed to take lots of photos and he talked to many other competitors to get their stories - how did he do all that? Amazing!

He co-drove the popular Chris Sclater, helping him win the 1971 RAC National Stage Rally Championship. Such was Martin's enthusiasm that, for many years, he was rallying almost every weekend with many different drivers. He accompanied the following drivers on International rallies (and many more on smaller events): Eric Aaby, Pentti Airikkala, Russell Brookes, Billy Coleman, Andy Dawson, Brian Evans, Tony Fowkes, Marek Gierowski, Kyösti Hämäläinen, John Haugland, Mike Hibbert, Timo Makinen, Shekhar Mehta, Frank Pierson, Pat Ryan, Chris Sclater, John Taylor and Kevin Videan.



Martin (right) with Paul Faulkner after winning the 1972 Plains Rally

Holmes experienced what was described at the time as "the mother and father of all accidents" when the Finnish driver Juhani Kynsilehto launched their Escort RS1600 into a massive roll on the 1975 1000 Lakes Rally.



As well as many events in a variety of Mk1 and MkII Ford Escorts, he also co-drove on International events in the following: BMW 2002, BMW 3.0Si, Datsun 240Z + 260Z, Datsun Violets (of various types), Fiat 125P, Lancia Beta Coupe, Lotus Cortina, Mini Cooper S, Porsche Carrera RS, Renault 5 Turbo, Skoda 130RS, Sunbeam Imp, Toyota Corolla, Triumph Dolomite Sprint and Vauxhall Chevette 2300HS plus many other cars on smaller events.

He achieved fifth place twice on the RAC Rally of Great Britain: in 1976 with Ove Andersson in a Toyota Corolla and again in 1981 with Jean Ragnotti in a Renault 5 Turbo, plus sixth overall in 1980 with triple RAC winner Timo Makinen.

But Martin Holmes is perhaps best known as the author of his many books on rallying, especially the definitive World Rallying series that he wrote, initially in conjunction with photographer Hugh Bishop. He wrote 'World Rallying 1' in 1979 covering the '78 championship and it ran every year until 2010, an incredible body of work over 33 years and he published most of them himself. Martin's huge knowledge came from his presence at over 500 (!) WRC rounds.

SCCoN sends sincere condolences to Martin's family. R.I.P. "Mr Rallying"

How Do You Feel About Competing Post COVID-19?

As you may have read in the recent updates from Motorsport UK, plenty of planning for the return of motorsport has been going on, ready to reintroduce events when restrictions are lifted.

An Anglia Motorsport Club (AMSC) delegates Zoom Meeting was held on the 26th of May, and consideration has been given to what events we might be able to run, what risk assessments need to be made and what precautions we must take.

We now need to ascertain what our members think. Whilst I do not want this to be a formal survey, your thoughts on the way forward would be much appreciated.

Are you ready for a return to motorsport as a competitor, marshal or organiser? Has the lockdown period affected your financial position with regards to competing or marshalling? If we assume that social distancing and no car sharing is the norm, would your views on the return to motorsport change?

Many see motorsport as social events. How would social distancing and requests to limit those attending (family, friends, service crews etc) affect this? (Social distancing applies to travel to events as well).

In summary what are your aspirations for a return to motorsport and what challenges do you see? Who is available and what is achievable and acceptable, without bringing the sport into disrepute? What are the issues that most concern you and what precautions or arrangements would make you feel safe?

Everyone should understand that there must be no pressure applied and individual views must be respected. Some areas in running an event would be fairly easy to resolve, such as minimal marshal contact, results calculated post event from check sheets (although that still involves handling). Harder to figure out is the transfer of equipment and set up, feeding officials and competitors, toilet facilities etc.

Martin Newson would be interested to receive your comments, so he can report back before the next AMSC delegates meeting. If you would like to share your views with Martin, please email him at cjnewson32@yahoo.co.uk

Your views are important, so we would love to hear from you. While some of the Club's committee have already responded, an indication of the way forward from a wider club audience would assist in our planning.

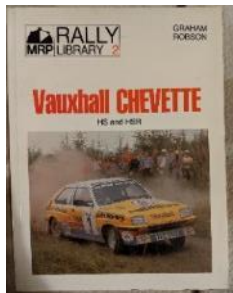
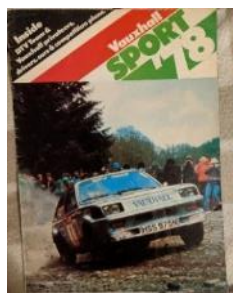
The latest Motorsport UK update indicates they are now accepting applications for permits, with a potential restart from the 4th July. However, as you will appreciate many of the venues we use are still in lockdown. We will update you as to progress with event planning as soon as possible.

Thanks for your assistance.

Lost and Found

You may be selling a car, hunting for an elusive part, looking for help with something, or offering your services as a navigator – if so, this is the place to put it out to your fellow SCCoN members.

If you would like something included in this section, please email some details to Spotlight@SCCoN.co.uk with “Lost and Found” in the subject line and it will be included here for the next issue. Obviously if you want it for more than one issue, you’ll need to let us know.

Offered	Wanted
<p>Vauxhall Race/Rally Memorabilia</p> <div data-bbox="220 584 708 875" style="display: flex; justify-content: space-around;">   </div> <p>I have a couple of items of Vauxhall rally memorabilia that might be of interest to member – Vauxhall Chevette HS & HSR book by Graham Robson and a Vauxhall Sport 1978 brochure. I’d like £25ono for both. Email Jon_Scoltock@hotmail.com</p>	



10% OFF AT WILCO MOTOR SPARES

Did you know that Wilco Motor Spares offer SCCoN members a 10% discount on presentation of a valid membership card?

Wilco have branches across Norfolk, Suffolk and Cambridgeshire and have traditionally offered club members a 10% discount in store.

When you are next in-store, don't forget to ask for your discount.

If you have any issues with this promotion, please contact a member of the committee.

Stories of Ghosts, Ghouls and All Things Creepy by Paul Doodson

First, dear reader, I have to recount a story that has landed on my computer from a SCCoN.....Elder! This....Elder sent me a story about a SCCoN visit to the Manx International Rally. Our three heroes were standing on the infamous Kerrowglass Stage, some 150 meters before a crossroads where the stage went 90 left. A couple of cars came past, no problem. Then came Alister McRae...

First hero, "*Why are we standing here, nothing is going to*"

While Hero One is in mid-sentence, heroes two and three had the following conversation:

Hero Two (as Alister's car twitches), "He's caught it...)"

Hero Three, "*No he hasn't.*"

Hero Two, "*Yes he has.....*"

(as Alister's car slammed into the bank and rolled to a stop some 25 meters from where they were standing!)

Hero One, ".....happen here!!"

OK, now for some Weird Norfolk stories.

One I am sure you will all know about is "Black Shuck", which is a large dog that, "*is as big as a calf and as noiseless as death*". It is said that anyone who sees old shuck will die within 12 months! Black Shuck is supposed to have two heads, so when he eats a rat, the rat escapes through the other head! He, Black Shuck, not the rat, travels between Blakeney, Sheringham and Overstrand, and is supposed to be looking for its master, who was shipwrecked on the coast. Plus, and let this be a warning to all, how many of you have driven the Coltishall River Bridge (over the Bure) at night? Well, don't. It is said that Black Shuck is supposed to roam this area, "*a large beast that leaves tragedy and death in its wake*". You have all been warned, so no 12 car routes in this area please!!!

Let us travel a bit further afield, to the Telford area and, in particular, RAF Gosford...

RAF Gosford does have a very good museum, free to go in, just pay to park. Among the exhibits are various engines, models and complete aircraft, one being, the sadly missed TSR2. This aircraft was, at the time, light years in front of anything else (TSR means tactical, strike and reconnaissance at Mach 2). Plus, there is a RAF Lincoln, which is said to be haunted. The museum staff put a tape recorder and microphone under it one night and played it back the following morning. There were the sounds of switches being thrown, and the sound of a Merlin engine starting! Go visit and make up your own minds.

Nearer to home we have RAF Bircham Newton, built in 1916 for the Royal Flying Corps, later the RAF. It was closed in 1960. Some seven years later the CITB took it over, and a training film was made. One of the sound men decided to have a game of squash. During the game, he became aware of a sharp drop of temperature and the sounds of footsteps, so assumed that one of his workmates had decided to join him. He heard a sigh, turned around, and was horrified to see a ghostly figure of an RAF Serviceman watching him! Terrified, he ran from the courts. There are many stories of tennis/squash being played, and when the door is opened, the place is empty. YouTube has some very good videos, which are well worth watching/listening to.

The Hedenham Ghostly Patrol

They are the Special Traffic Police who charge at you while driving the old-fashioned coach drawn by horses. The team of coach and horses are said to haunt the road close to Hedenham's Lion's Grave. In 1920, some poor chap crossed the road near Lion's Grave and was hit by a coach and died. This coach was made of metal! (one for our RLO, Mr. Askew?)