



THE VIRTUAL SPORTS-CAR CLUB

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From the Library:

Bulletins 1954 No. 42 to No. 45 are uploaded in the [Bulletin section](#).

Moving into 1954 the Bulletins start to be numbered. With approximately 41 issues previously they start at No. 42.

Important AGM announcement

Following previous announcements, the President and the Secretary attended the Old Post Office on Saturday 13 June 2020. Unsurprisingly a quorum of members was not present and the meeting was adjourned. It will be reconvened one week later at the same time in the same place which will 1pm on Saturday 20 June. This adjourned meeting will be quorate based on members actually present (if 50 people are not physically present within 30 minutes of the meeting time) and will constitute a valid AGM. Accordingly our Zoom webinar is now scheduled for 1.15 pm with formal business to commence at 1.30 pm.

To join this meeting via our Zoom webinar, please register [here](#).

KEEP MADEIRA DRIVE OPEN - THE PETITION

Brighton Council closed Madeira Drive during the Covid 19 pandemic to allow people to use it for exercise. Now a small minority are lobbying to ban all motor vehicles permanently.

This would mean the end of all motor events on Madeira Drive and would mean the end of the Frosts Brighton Speed Trials as well as other events.

If you wish to add your voice to those who wish to protect the Brighton Speed Trials and the businesses on Madeira Drive you can sign the e-petition [here](#).



Brighton Speed Trials

Here is the Secretarial family 30-98 at the (sunny) Speed Trials in 2018.

We will be speaking to the organisers about the VSCC being an invited club for 2021, allowing our members to enter if they wish to do so.

If there is anything you would like to see included in the newsletter, please send it to the Club Secretary (tania.brown@vscc.co.uk)

Game Fair at Ragley Hall

Club sponsors Louis Latour had invited the Club to join them on their stand at the rescheduled Game Fair at Ragley Hall on 18-20 September. Unfortunately we were advised this morning that the event is now cancelled. Thank you to everyone who contacted Ferg with offers of cars. If Louis Latour are at the Fair again in 2021, we will be supporting them and details will follow early next year.



Currently Motorsport UK have suspended all permits until 30th June but have released guidance on how to get motorsport restarted. There are many and varied opinions among the members who have been in contact. Your committee have discussed this at length and the headlines from the recent President's message are below:

- *Both Prescott meetings will be cancelled as competitive events.*
- *Track days will replace both, on their original dates.*
- *Mallory Park race meeting is subject to expressions of interest from competitors (which currently look positive)*
- *Loton Park has been cancelled by Hagley and District Light Car Club*
- *Shelsley will now run on **Saturday 8 August** - if you entered the original July date the MAC have advised your entry will automatically be moved to the new date.*
- *Welsh Trial cancelled.*

We are speaking to The Bugatti Owners Club about the logistics of the track days at Prescott and further details will be announced as soon as we have them.

SUSPICIOUS EMAILS

There have been several emails circulating with titles that are linked to previous VSCC emails. There is no evidence that our systems have been compromised. If you receive an email, especially from an unknown address, that contains a link which it urges you to click on before a set day or has a Read Message button, please do not click.

You Tube Finds



[The Big Six](#)



[Cadwell Park](#)

Some other interesting links:

Croome is about the development of airborne radar during WW2 at RAF Defford and is here:

<https://vimeo.com/175674385>

Following the Stone is about the Portland stone railway that took stone from the quarries to the quay and is here:

<https://vimeo.com/76957994>

Stonehenge Houses about the building of replica Neolithic houses at the Stonehenge Visitor centre and is here:

<https://vimeo.com/166189167>

RILEY RADIO

Live on Thursday evenings between 7 and 9 pm and repeated the following Wednesday at 11am, this is accessible through the Riley Register web site.

www.rileyregister.co.uk

Table top rallies

If you would like to be Clerk of the Course for a week, then do get in touch with Annabel.

The latest rally is [here](#).

Concours Virtual - Final Call for Entries



If you haven't yet entered a car into the Concours Virtual, presented by Hagerty, then you have less than one week to do so. They have received some amazing applications from museums, manufacturer archives, private collections and individuals keen to join the digital Concours, but there is still some room left for cars of the highest pedigree. They are hoping to raise £100,000 for Unicef.

More information can be found at [their website](#).

VSCC Bulletin PHOTOGRAPHIC COMPETITION

We need your photographs: those selected by you, but most importantly, these must only be those taken by you when you were in charge of your camera.

Tell us what we are looking at. Tell us your name and where you took the picture.
Tell us anything that helps us understand what we are looking at

We want you to send about three or four pictures taken in the last five years or so, but with the selected theme of cars indoors – in a garage – in a workshop – in store – in a showroom but with the interest in the details that go with maintenance, development, fettling, repair and rebuilds, etc.

Entries to bulletin.photocomp@vsccl.co.uk

Rover 9/20 Lockdown Makeover from John James

Dodgy battery, non-engaging starter motor, household electrics, dead speedometer, missing timing adjustment mechanism, barely audible klaxon, crazed paintwork, gas fittings, garden hosepipe and a snapped main jet; just some of the things going on with my Rover 9/20 (1926) purchased in Autumn 2017.

I have long wanted to join the VSCC and participate in events. Reading about events in 'the Field', the thrill of competing with these marvellous machines was always appealing. At age 18 I joined a club that maintained a vintage Fire Engine (Dennis N-Type, 1916) and we had great fun, but it's not quite the same as having your own vehicle.

After graduating and securing a job with the Royal Fleet Auxiliary I began to think about ownership of my own vehicle. How much do I need to save? Where am I going to keep it? I owned a P4 for a little bit during this time, but with every stolen glimpse at a snatched copy of 'The Bulletin' I couldn't help but dream about a time when I could compete in a VSCC event.

Then other life priorities seemed to crop up. House, marriage, a child and a modern car all draining money or time; or worse, both from my limited supply of resources. However, in my early 30s I finally managed to purchase the 9/20 and in 2018 competed in my first VSCC event coming 2nd in the Champagne Class at the Goodwood Summer Rally. The car is certainly 'entry level' as you can tell from the partial list of defects above. I attempted the Measham last year and then the New Year Driving Tests this year. All the time trying to balance the priorities of fixing the car defects, with family life and working away from home.



By the time of the New Year Driving Tests I felt I had a good handle on what was wrong with the car and what work needed to be done. Getting there from just south of Bath we had a roadside repair replacing a bolt in the flex disc, but other than that the journey was uneventful.

I thoroughly enjoyed my first experience of driving tests and I learned a lot about my car. Unfortunately I came across several problems. Dirt in the carb killed the engine part way through one test, the car really struggled with staying cool while idling and the car was not built for hills. The Rover has an extremely tall first gear. The car will happily do 15mph in first, so the maximum 20hp is only generated at speeds over ~10mph. This meant I attempted Test Hill knowing that it was almost certainly impossible. I was however, a little surprised when the car gave out on the 1 in 8.

I found the pressure of performing in a failing car a little intense. The return spring fitted to the throttle linkage meant that I had to hold the throttle open manually while turning her over (by hand). The overheating issue meant she was even more difficult to start and needed to be stopped between tests. I was then having to make a judgement call on when to commence attempting to start the car. Too early and she'd overheat at idle, too late and I'd be holding things up trying to get her to fire.

It's at this point that the marshalling team really come into their own. I think they and other competitors could see I was having difficulties even outside the test environment. Every single person I spoke to was kind, understanding and accommodating and one marshal in particular, really put me at ease as we shared a joke about the condition of the car. I would like to thank the marshalling team for their hard work and all members who made that day a little bit easier for me. The warmth that I have felt from the Club makes me proud to be part of this community and long may it continue.

The Rover and I didn't do amazingly well on the tests. The turning circle is pretty appalling, the gearing / power is far from ideal and the possibility of expensive transportation home means the tests need to be completed with a modicum of mechanical sympathy!

I did however have a cracking time, and myself and my passengers also enjoy the excitement of attending an event under our own power. I also enjoyed a mention in *'The Automobile'*.

Apparently the 'very oily rag [car] charmed onlookers with it's characterful patina'!



Having owned the car for 2 and a half years I wanted to make sure there were no major mechanical deficiencies prior to looking at the cosmetics. All the problems I had identified didn't seem to pose a huge risk to scratching new paintwork so I decided that a respray would be my next project. With a new compressor purchased mid-march and the final choice of paint made a few days later, the 23rd March presented an opportunity to work on the car for an extended period.

A prolonged period of heating, scraping, sanding, and chemical stripping began. I think had it not been for lockdown I would have opted for shotblasting, but under the circumstances, DIY was the only option. I found the following process to give good results in a reasonable timeframe. Heat gun and decorators scrapper to remove much of the paint. The 70s paint job had been completed on top of the original red paint so there was a significant amount of material to get through. A Screwfix tungsten carbide scraper then got back to bare metal /wood in places, with Two-Pac on the black components needing to be encouraged with a sander, and the 'red lead' needing to be teased off with gentle heat. The final polish was completed using a scouring pad to work in a mix of Sodium Hydroxide and wall paper paste (much cheaper and with the same effect as the expensive paint strippers).

I divided the car into sections that I could spray all at once in the makeshift paint shop - double garage. The body and doors (the red components), the wings and valances (the black components) and the wheels (components currently red but will become black). Previously I have coach painted a pair of Edwardian wings with pleasing results. However, this was my first foray into spray painting and I had much to learn. Youtube has been a great help, but nothing beats experience and when self teaching, some trial and error is to be expected. Significant learning points were mostly around thinning the paint. The right viscosity is essential; too little and the paint will splatter in clumps, too much and it will make runs on the workpiece. I could have bought a viscosity cup, but after a few goes I now have the ability to judge it by eye which is quite useful.

I've now finished the red, but after getting the undercoat completed on the black components I've been called back to sea for a four month trip. With some professional exams before Christmas, I'm looking at restarting the project in January. It is a little disappointing to leave the project unfinished, however the majority of the labour is in the prep which is now completed, and the reassembly should actually be quite enjoyable. I look forward to showing you the finished product in the future.



A Q&A

In previous event programmes, we have often carried question and answer articles with marshals and competitors. Below is one in the series with ace driver, Charlie Martin.

How did you get involved with Formula Vintage?

I was first introduced to VSCC via my Dad (Paul Martin); as a child I would sit and watch vintage racing as he sprinted and hill climbed his 12/4 Riley special fitted with a Bean radiator. When I was old enough I used the Riley in sprints and hill climbs and, following a meeting at the Frazer Nash Party, to my amazement Justin Maeers offered me a season in the RIP special. Now I'm hooked!

Who inspired you to race?

Watching VSCC racing always made me want to get in the driving seat. The Vintage races of old were fantastic; Stuart Harper in his Morgan racing against Peter Morley in the Napier Bentley. Also, watching both Mark Walker and Richard Scaldwell in the Parker GN when it was a single seater was very inspiring.

What do you enjoy most about Formula Vintage?

VSCC racing is very social, everyone in the paddock gets on well and the driving is usually very sensible. Most importantly, when the racing is done, there's always a good group of people to have a beer with and discuss the day's racing.

Tell us about the car you will be driving at Oulton Park (2019)

The Morgan RIP special, owned by Justin Maeers, is a concoction of Morgan (front) and GN (rear). It was built by Justin when he was 22. It runs on methanol and has a unique canvas body. Best of all it does brilliant skids.

Which venue of the season do you most enjoy or are most looking forward to?

Cadwell Park; it's the perfect race track in a lovely setting and always a firm favourite. There's some amazing sections of the track and it's also great for spectating and watching the other races throughout the day.

You've been heavily involved in organising the grid this year; what did you find most challenging?

I had a little bit of involvement in the organising. It wasn't very difficult as everyone is very keen to support the grid and hopefully make it what it used to be ten years ago. Hopefully we will be able to get at least one very well attended Vintage race each season moving forward. It's been brilliant with the likes of Dougal Cawley from Longstone tyres offering to sponsor the race and Sue sending around regular emails asking people to get involved. A surprisingly large number of cars have been kindly lent to younger VSCC members to drive; offers like these will be what keeps the likes of the Vintage Racing Car Grids well attended.

What do you think of your chances in the Formula Vintage season 2019?

I am going to be back out with the RIP at VSCC Cadwell and will be competing at more sprints and hill climbs throughout the season as the car is much more suited and competitive at the more technical courses. I will also be out at Donington Park driving the ex-Alan Cottam, Connaught AL10 in the pre-1961 race; fingers crossed we will give some ERAs a run for their money!

