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ShACC CHAT

Number 255 April 2023

Another lovely day - before the rain kicks in again! Have you heard, 'they' want to ship our spare water from Lake Vrynwy down to the south east? Bloomin cheek.

Motoring events are starting again very soon, with our own Run to the Ponderosa then events come thick and fast by the month. I would like to have a run every month, with a lunchtime cafe and picnic area.

We all need to get out more.

WHAT IS TO COME

RUN TO THE PONDEROSA

Sunday April 2

We have a good crowd already lined up for the run but if you haven't already done so, please drop me a line asap

With Mile End still full of potholes and often flooded, **we will meet at Nesscliffe Services, to leave by 11.15.** This might seem a bit early but should get us there before the hungry bikers and also the MG Club.

ShACC NIGHT at the Bradford Arms, Knockin Tuesday 4th April

The date when we marshalled on a National Rally, a very long time ago.

Come along to the re-decorated pub where they look after ShACC members at the Round Table.



Drive it day - RUN TO HAWARDEN

AIRPORT (also known as Chester Airport) is situated 4 Miles west of the City of Chester and is close to the A55 North Wales by-pass.

Sunday April 23

Many thanks to John Morris for organising this event. Last year's Run to Shobdon airfield was very popular so we look forward to a good turnout for this this airfield in the opposite direction.

Please drop me an email if you plan to join us on the Run to Hawarden Airport on Sunday April 23. I need to know numbers who will want to eat in the Chocs Away cafe

More details nearer the time.



Hawarden Airport, home of the Airbus Beluga

**Be decisive, right or wrong, make a decision.
The road is paved with flat squirrels who
could not.**

More COMING EVENTS WHAT HAS HAPPENED

REVs 'THE MAKER'S MARQUE Community Day @ Holy Trinity Church, Meole Brace Saturday May 20

The Makers' Marque Community Day will celebrate the variety of different people, companies, and history behind the cars we all love - it is a celebration of creativity. As well as cars, there will be the crafts, cafes, Scalextric and Hotwheels, and we are hoping to put on a display of various specialists involved in the creation and restoration of vehicles.

Entrance is free but we are going to be controlling numbers so get registering as soon as you can.

To book your car in on line go to

www.trinitychurches.org/revs23

BROMSGROVE SPEED FESTIVAL

It seems this event has morphed into an all day breakfast club,

BSF ALL DAY BREAKFAST CLUB Sunday 14th May

We are delighted to announce our first ever All Day Breakfast Club on the 14th May at the beautiful location of Kyre Park, near Tenbury Wells, WR15 8RW

The day will provide the opportunity for attendees to visit suggested locations during the day including the wonderful Kyre Park Gardens, 'Cotswold Steam Fair', 'The Man Cave Broadway' (10% discount on the day to attendees)

<https://www.bromyardspeedfestival.co.uk/2023-bsf-breakfast-clubs-2/> for more information

SHACC RUNS IN THE SUMMER MONTHS

REMEMBER - I am looking for members to organise runs for the summer months.

It does not matter what the end venue is, as long as it is interesting, but not necessarily a motoring connection, and has a picnic area and a cafe for non picnickers.

I am looking forward to hearing from you!

REVs at MONTFORD BRIDGE Sunday March 19

A great way to start Sunday with Jannina's breakfast, chat to some interesting people with interesting vehicles and make new friends.



NEWS FROM MEMBERS

As I have not heard from any members to say they are interested in taking part in the

DOROTHY CLIVE MUSIC DAY on June 18

So I will send apologies from ShACC

ShACC SUMMER MEETING AT EATON MANOR Sunday July 23

Nicky & John Cariss have very kindly invited us to return to Eaton for our annual gathering, with all Shropshire & Welsh Border motor clubs welcome to join us. Remember last year when it was pouring with rain but we were able to shelter our cars in the archery barn. Please put 23rd July in your diary

CAE DAI 1950s MUSEUM in Denbigh

There was a bit of a hiccup when the museum was closed, I have heard from Sparrow that it has reopened and has several new areas of interest.

I will definitely organise a trip to see Sparrow, Christine Keeler, the Kray Twins and other interesting exhibits from that era - when we were all young!



Where Roger and I watched the Queen's Coronation on the telly on our first visit to the museum.



Would you really want to be that high when you can only do 190mph?

From the Reliant Kitten Register.

The 2008 ZeCar electric vehicle

This strange vehicle is the ZeCar (zero emissions, also ZeVan) conceived by Tony Stevens, designer of the Reliant Ciper and other vehicles, and his son Peter, it was made in Port Talbot with Welsh Assembly backing. Although intended to reach 56mph (pew!) And have a range of over 100 miles, apparently, the reality was less than half that.



It would not win prizes for design but anyone interested in weird plastic cars will be fascinated. Hardly surprisingly, it was not a success, at £15,000 in 2008, but perhaps with modern lithium batteries, and charging technology, it could be made to work.

From Complete Kit Car, November 2022

KIT CAR PLANE TAKES OFF

Oregon based aircraft manufacturer, Samson Sky, has opened the reserve list of what is probably the first flying kit car - yes, you did read that correctly!

The Samson Switchblade is a three-wheeler that has been approved by the US authorities for road use in all 50 states, and by the FAA for flight testing.

It will be sold exclusively in kit form, with Samson providing every component required to build the 'vehicle' at home. The new kit is said to be capable of 100mph on the road and 190mph in the sky!
www.samsonsky.com



NEWS FROM MEMBERS

DAYS OF MOTORSPORT

by Dick Henneman

My first exposure to “live” motor racing came through a school friend in the early sixties. His father was into it big time, which resulted in many trips to Silverstone for F1 and Daily Express Trophy meetings in the back of his Renault Dauphin Gordini or 2.4 Jaguar. This meant some very early starts from north London as in those days, entry to the Silverstone circuit was “per car”, and you needed to be queuing at the gates when they opened at 6.00am to get the best positions. It cost thirty shillings (£1.50) to take your car in and you could park right next to the circuit. Our location of choice was on the outside of Copse Corner, directly behind a two-strand rope barrier and a line of straw bales that provided all the protection from any errant vehicle that failed to make the corner. Spectator safety was not a high priority – for that matter, neither was the safety of the drivers!



Spectating at Copse Corner

I can remember enterprising groups turning up in small vans with scaffold poles lashed to roof bars, which were then transformed into personal grandstands in time for the first track sessions. Everyone bought a picnic of some sort to keep them going through the day, as this was long before the fast-food era and the Burger Van. Kettles were boiled on Primus and spirit stoves and the sandwich reigned supreme.

Through a contact who worked for Motor Sport magazine, on many of these trips we were able to obtain free paddock passes which enabled us to wander at will through the team garages and around the cars, many of which were parked on the grass. There wasn't a lot of tarmac around in the those days, and not that many garages. However, the best part of having a paddock pass was that you could stand on the fully-open Dunlop bridge over the start/finish line, as the flag came down and the race started. The entire bridge vibrated and the sound of 10,000 un-silenced horse power passing below you, just blotted out all reality. Awesome!



**Cooper Ford F1 -
Silverstone
paddock**

Unfortunately my school friend had to move away before we both got as far as O-Levels, and my motor sport was replaced by more academic activities and student car maintenance. Then, apart from a visit to Brands Hatch in the early-70s for what was one of the very last F1 races to be held there, my time was taken up by marriage and the building of a 50-foot narrow boat. Motor sport consisted of following what was available on TV, which wasn't a great deal. But in 1983 with boat building completed and a house move under our belt, I took Shirley to the British F1 GP at Silverstone



**Cooper BMC FJ -
Silverstone
Paddock**

In the 20+years from my last visit I can't say that I was impressed by the changes that had taken place. Mostly it was the sheer commercialisation of the event compared with what would now be considered the amateurishness of the fifties and sixties, but also the poor access to the circuit and views of the racing. Whilst the geography of Silverstone has given it some of the worst sight lines of UK race circuits, the desire to extract every penny possible from the spectators by breaking viewing areas into separately chargeable sections has done nothing to improve matters. I decided I'd never go back again as a spectator.

By the time the Nineties kicked off, I had a 6-year old daughter and middle age was well underway. There was a need to build something. Thoughts turned to a kitcar, possibly a RS200 or GT40 replica, but I didn't

NEWS FROM MEMBERS

Dick Henneman's DAYS OF MOTORSPORT continued

have the space. So I built an electric Jeep for my daughter instead.

Back in the Seventies, the first of a number of company cars had sparked the desire for a second car that was little bit different. A Lotus 7 was top of the list, but this somehow morphed into a Lotus Elan S4 fhc that kept me amused and occupied for a couple of years. I still had the need for something as simple and basic as a Seven and this eventually turned into a ready-built Westfield SE powered by a somewhat tired Ford 1600 X-Flow.

Now it turned out that one of my work colleagues was an ex-rally driver who'd had his race licence suspended when he developed Type-1 diabetes. With the "Need For Speed" still unabated, he'd turned to hill-climbs and sprints, using a stripped out but road legal Ford Sierra with a seriously tuned 2.0L Pinto engine. When he saw the Westfield the pressure was soon applied on me to join him for a little bit of light competition. I decided that this was an excellent idea, but I'd stick to sprinting as you had to go further to hit the scenery if things got seriously out of hand. First though, the engine needed to be sorted.

A kit of machined parts to build a 1700cc X-flow was sourced from an engineering company in west London and work got underway. The twin 40 Webers and other ancillaries were stripped off the old engine, a fully baffled alloy sump, a competition clutch and 4-into-1 exhaust were sourced and I ended up with a pretty reasonable engine that was still happy to be driven on the road. Other minor changes were made to the car so that it could compete, and I joined the 750 Motor Club so that I could take part in the ASWMC and ASEMCA Sprint Championships.



Westfield SE at Castle Combe Sprint

My first sprint was at South Cerney in 1991, around the concrete perimeter road of the old airfield. It was a pretty awful surface and the organising club built a number of artificial chicanes around the course to keep you on your toes. The trick was remembering their location and the order they came in, as there were virtually no markers to indicate where you were on the circuit. I came 6th out of 9 in class but had a lot of fun. The rest of the year saw three sprints at Goodwood, one at Colerne and a second event at South Cerney. I was doing mid-field times and learning a lot.

1992 saw more of the same with six more sprints including a one and only event at Barnsfield Heath outside Bournemouth. This was memorable for being exceptionally wet and I came last in class. The trailer wheels also got stuck in a bog. However, I was getting better, scoring a second and third in class and winning a pot at South Cerney.

The following year, things were cut short after four events when the engine expired during a test session at Goodwood. I was halfway down the Lavant Straight, pulling around 6500rpm in top gear when there was a bang, the oil pressure warning light came on and I hit the clutch. I looked in the mirrors expecting to see an oil slick but there was nothing. I parked up on the outside of the circuit just before Woodcote. I removed the bonnet expecting carnage, but everything appeared normal. However closer inspection showed a postage stamp sized piece of the alloy sump wall bent outwards. Not good. End of session and I was towed back to the paddock so that the car could be loaded on the trailer for the trip back home to Reading. I could see some serious expense heading my way.

With the engine out of the car, the sump was found to contain the camshaft in eight parts, the eight pushrods – mostly bent, and the eight cam followers, one of which was in two pieces. Analysis led to the conclusion that the flat head of the cam follower had sheared from the shaft, and the metal disc had jammed the camshaft, stopping it dead at around 3,200rpm. I kept the cylinder head and the rest of the engine went in the skip. It was time to get a professional engine builder on the case.

The regulations limited what we could do, but we used forged pistons with balanced combustion chambers, balanced and lightened conrods (best four from

NEWS FROM MEMBERS

Dick Henneman`s MY MOTORSPORT continued

twelve), a crack tested 711M block bored to +0.090" and dowelled to the head which was gas-flowed and ported, a balanced and Tuftrided cast-iron crankshaft, lightened flywheel and a number of other tweaks. The most interesting of these was a Phase 5 camshaft and a M3D fully mapped engine management system. This was basically a full-race setup which would only work in a road environment because of the light weight of the vehicle and the programmable ignition system. On the rolling road we got 135bhp at the wheels which taking into account the losses through the RS2000 gearbox and the Salisbury LSD, probably equated to around 160+bhp at the flywheel. Yet you could still drive it around town at 30mph in top gear. Magic!

The new engine, along with some subsequent vehicle set-up changes and event experience meant that my sprint results through the Nineties got better with time, although there were some setbacks. Like the time at Castle Combe when a pigeon took out the windscreen at Avon Rise. I was doing about 105mph and looking for the braking point for Quarry Bank. With a smashed windscreen and frame it was simply a matter of getting the car slowed as quickly as possible, releasing the belts and looking round the side of the frame to see where I was. Back in the paddock, I removed the feathers and blood from my helmet and rollover bar and I was allowed to compete with the windscreen removed. The buffeting was immense and I only managed to finish 7th out of 19, but 1.6 seconds behind the class winner.

Towards the end of the Nineties I was regularly finishing in the top three places at most sprint events, and to be honest the challenge and excitement of the competition was beginning wane. I needed to do something new, so I sold the Westfield and went off to fly a fixed wing microlight – Thruster 600N to be exact. This was amazing fun, kinda like looning around in three dimensions rather than the two dimensions of a race track. After a few initial sessions down at Clench Common near Marlborough, it was off to southern Spain for some concentrated flight training. This was even better, and in one week I'd done and passed four of the five written exams, and was within a couple of hours of going solo for the first time. However, time ran out and back in the UK the poor weather meant so many flight cancellations that

my skill level was actually going backwards rather than forwards.



Flying a microlight in Spain

More of Dick`s adventures in Motorsport in the May ShACC Chat.

Has anyone else got a story to tell of their auto adventures?

BILL COLE has been out and about again with his camera



RICHARD BANKS was the hardy driver of this 1951 Dellow in Oswestry on one of the coldest days of the year - note the frost on the windscreen.



The photograph I took in 2008 (by Bill) of a squadron of DeLoreans on final approach over the Breiddens. The camera never lies!.

THIS & THAT WHICH MIGHT BE OF INTEREST

The historian in me made me investigate further

ITALIAN AUTOMOTO FESTIVAL, Bridgnorth September 10

This event has an interesting history as reported in the Shropshire Star on March 14, plus wikipedia.

The very first sale of a Lamborghini 350GT, chassis number 0105, was sold to Robin Grant of Pitchford Hall who received the first receipt from the company, written by Mr. Lamborghini himself.

Some early history of the Lamborghini super car.

The Lamborghini Automobili company began life as the brainchild of Italian founder Ferruccio Lamborghini. Born in 1916, Ferruccio served as a mechanic in the Italian Royal Air Force during the Second World War before going into business building tractors based on surplus World War II military hardware.

By the mid-1950s, Lamborghini's tractor company was growing at a rapid rate and by the time he expanded into constructing boilers and air-conditioning systems in 1960, Lamborghini had become one of Italy's great industrialists.



With increased success brought great wealth, which led Ferruccio to purchase a fleet of sports cars – one of them a Ferrari 250GT. It was this acquisition that spawned the idea for Ferruccio Lamborghini to set up his own car company; in his opinion finding that the Ferrari was too noisy and rough for proper road cars, likening them to re-purposed track cars.

Lamborghini designed and built his first car – the 350GTV – in only four months, just in time for an unveiling at the 1963 Turin motor show. Despite the favourable press reviews, the 350GTV was a one-off, with Lamborghini re-working the production model and calling it the 350GT.

Debuting at the 1964 Geneva Auto Show, the 350GT was powered by a de-tuned 270bhp 3.5-litre V12 mated to a five-speed manual transmission. The 350GT could accelerate from 0-62mph in 6.8sec and onto a top speed of 158mph – hugely impressive figures in its day. Only 120 examples were made.



I decided to look up

ROBIN GRANT OF PITCHFORD HALL

and discovered yet another fascinating story, by Robin's son, Rev Anthony Grant.

My father was able to retire from the Royal Navy when he married my mother and made a great success of a small pressure gauge factory in Barnet, North of London. So much so that during World War II he was released from the Fleet Air Arm, because Barnet Instruments was essential to the War Effort.

Eventually Barnet Instruments was so successful that Father was able to support two country houses on the proceeds. One of which was Pitchford Hall in Shropshire



He was gravely ill when, during his last week, he took delivery of two magnificent sports cars. The second one he was too ill to drive, but not the first. His butler had to force Father's feet into his shoes. "Am I hurting you, Sir?" Mr Rennison asked. No, Father's feet were already losing sensation.

Robin Grant died at Pitchford Hall in 1972 after losing a long battle with cancer.

What a great story.

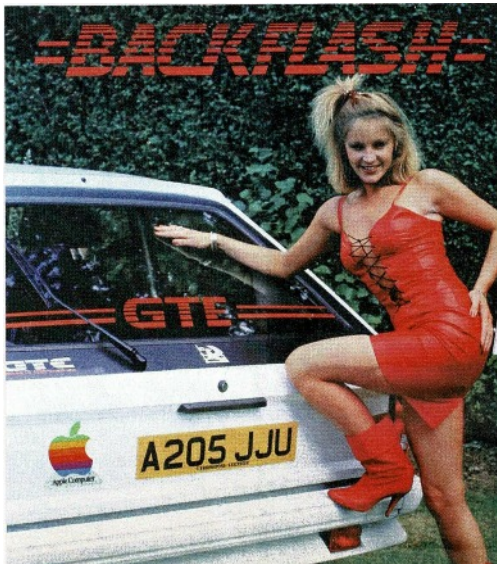
THIS & THAT WHICH MIGHT BE OF INTEREST

NOT JUST FURRY DICE

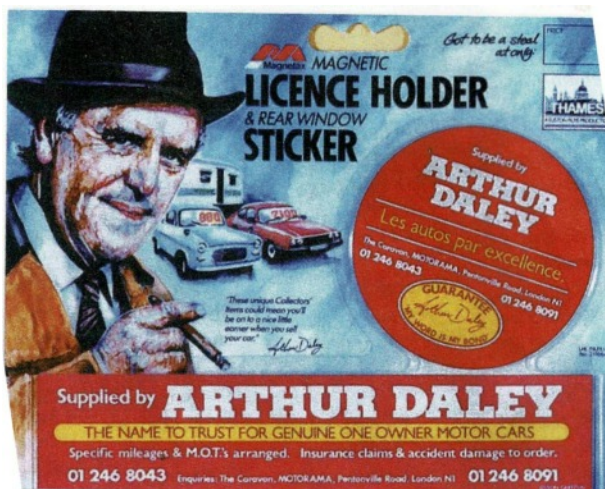
Remember them, swinging about in the back window of a Jack the Lad's beat up old motor?

Well, the man responsible was one Chris Mitchell, who started working for Robin Sturgess Accessories in 1962.

What was called the 'automotive aftermarket' were megga sellers in the 1970s and 80s and went from bonkers furry dice to other daft ideas, like the hula girl who danced to the motion of the car.



The GTE stripe on the back window



Arthur Daley Licence Holder Sticker

Why English is so hard to learn.

We'll begin with box, the plural is boxes.
But the plural of ox is oxen, not oxes.
One foul is a goose, and two are called geese.
Yet the plural of moose, is never called meese.

You may find a lone mouse, or a house full of mice;
But the plural of house, is houses not hice!
The plural of man is always men,
But the plural of pan is never pen.

If I speak of a foot and you show me two feet
And I give you a pair, would a pair be a peek?
If one is a tooth and a whole set are teeth,
Why shouldn't two booths be called a beeth?

If the singular's this, and the plural is these,
Should the plural of kiss be ever called keese?

We speak of a brother, and also of brethren
But though we say mother, we never say methren!
Then the masculine pronouns are he, his, and him;
But imagine the feminine, she, shis, and shim!

Anonymous

I hate it when I can't work out how to operate my iPad and my tech support guy is asleep. He is 5 and it is past his bedtime.



MEMBERS ADS

We can now put adverts (cars or parts for sale etc) on the ShACC web pages. Send information to roger@eleventowns.co.uk



Jackson Composite Repair

Gel coat - Foam Sandwich
Carbon - Glass Laminate - Fairing of
Surfaces

Email: Jacksoncompsrepair@gmail.com

Tel: 07496 826 061

Whatever your problem, we can find a solution



A Llamorhini tractor in Shropshire

REGALIA



stickers for your car are now available. Pick yours up at a ShACC event.

There are still a number of you, particularly newer members, who are managing to exist without a ShACC cap or polo shirt.

Embroidered caps are £6.50 and shirts, available in black or white but only a few left, £10.00.

We will bring caps and shirts to meetings to meetings but they can also be collected from Brownhill House.

We can get other colours (only black or pale colours work with the ShACC logo) when a minimum order has accumulated.

Car stickers bearing the ShACC logo are on order.

EASTWICK CARAVAN STORAGE

Shropshire & North Wales Caravan & Motorhome Storage at Eastwick Storage. Secure storage for caravans and motorhomes in the Shropshire, Wrexham, North Wales and the West Midlands areas.

John Baker, Eastwick Storage Ltd. Eastwick,
Ellesmere, Shropshire SY12 9DU
Tel: 01691 690224 Mob: 07739 132863
Email: john@eastwickstorage.co.uk

EATON MANOR - *Your Country Estate*

Eaton-under-Heywood, Church Stretton
SY6 7DH

ShACC Members, Nicky & John Cariss, offer Accommodation in several cottages, for families, friends, celebrations or team building business breaks.

www.EatonManor.co.uk

BROWNHILL HOUSE BED AND BREAKFAST IS OPEN FOR BUSINESS

Weddings, funerals, birthday and anniversary parties,

LET YOUR
GUESTS BE
OUR GUESTS.



EVENTS CALENDAR 2023

APRIL

- 2** ShACC Run to Ponderosa, Horseshoe Pass
- 4** ShACC Night at the Bradford
- 8-9** LOTON PARK – Interclub Hill Climbs
- 16** REVs at Montford Bridge
- 22-23** Sandbach Transport Festival info@sandbachtransportfestival.com
- 23** Drive it Day, ShACC Run to Hawarden Airport
- 29-30** Donington Historic Festival
- 29 – May 1** Llandudno Transport Festival 30th anniversary
- 30** Spring MotorFest at Chetwynd Park, Newport

MAY

- 1** Llandudno Transport Festival 30th anniversary
- 2** ShACC Night at the Bradford
- 10** LOTON Park Driving School
- 13** Complete Kit Car Prodev Track Day, Llandow, South Wales
- 14** Cholmondeley Castle Festival of 1000 Classic Cars Motor Show
- 13-14** Marches Transport Festival, Ludlow www.ludlowspringfestival.co.uk/marches
- 13-14** LOTON PARK – Interclub meeting
- 14** Bromsgrove Speed Festival – All Day Breakfast Club 9.30-20.00
- 20** REVs 'The Maker's Marque' Meole Brace Community Day
- 20** Weaver Wander Nantwich town square 80 or 50 mile run to Vagrants Sports Club
www.weaverwander.co.uk
- 21** Brownhill House Garden, Ruyton XI Towns- Book on line
<https://ngs.org.uk/view-garden/8581>
- 23** Brownhill House Garden, open for NGS

JUNE

- 3** Classics at Ellesmere College for Hope House
- 3-4** Malvern National Kit Car Show

JULY 29 ShACC SUMMER MEETING AT EATON MANOR Please put in the diary



ShACC is a group of people with an interest in cars, particularly kits and classics. Its activities are undertaken by volunteers and it has no formal constitution.

Participation in any club activities is entirely at your own risk and you are responsible for any injury or damage caused to people or their property.

MEMBERS PHOTO GALLERY

The ShACC pages are at www.shacc-uk.org Is your car in the photo gallery? If not please send a picture.