

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

April 2020



Competitors on the start line at the Snetterton Tarmac PCA

Image courtesy of Matthew Hodder



www.instagram.com/SportingCarClubofNorfolk



www.twitter.com/SCCoNorfolk

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Editor

Jon Scoltock

Spotlight articles should be emailed to:
Spotlight@SCCoN.co.uk

or posted to:
Spotlight
2A Black Street
Martham
Great Yarmouth
NR29 4PN

Contacts

David Mann

Management Team

President	David Mann
Chairman	Mark Annison 01263 513052
Vice Chairman	Andrew Lawson
Club Secretary	Peter Riddle clubsecretary@sccon.co.uk 01953 601174
Treasurer	David Leckie treasurer@sccon.co.uk 01603 893294
Chief Marshal	Martin Newson cjnewson32@yahoo.co.uk 01502 716280
Competition Secretary	Mike Smith compsecretary@sccon.co.uk 01603 412053
Social Secretary	Howard Joynt howardjoynt@googlemail.com 07917 060052
Membership Secretary	Alan Kirkham membership@sccon.co.uk 07530 231722
Spotlight Distribution	Alan Kirkham spotlight@sccon.co.uk 07530 231722
Child Protection	Christine Newson cjnewson32@yahoo.co.uk
Company Secretary	David Leckie 01603 893294
Committee Members	Mike Lambert Dale Lawson Martin Newson

Downloads available:

(via www.sccon.co.uk or contact Jon Scoltock for a paper copy)

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

Welcome to Spotlight...

Welcome to the April edition of Spotlight. I thought things were strange when I wrote my last editorial, but they seem to have gotten a lot stranger since then! A Prime Minister in Intensive Care and virtually all movement restricted is not something I ever expected to witness.

As most of you will now be aware, Motorsport UK have suspended all motorsport events until June 30th at least, which has of course impacted the SCCoN calendar pretty severely. One of the club's main events, the Summer Classic sports car run has been postponed, along with a number of other events.

Rest assured that we will try to rearrange as many events as possible and, as soon as we have new dates organised, you will be able to find details on the club website, on social media, or of course here in Spotlight.

Current events mean that many of us are now wondering how to spend our time. Hopefully this issue will help to break the boredom a bit, and I'd like to extend thanks to all of you who have contributed content to this edition. I haven't managed to include everything, so you can look forward to more in the May issue too. Of course, if you would like to send me some more articles, they are gratefully received, and I am sure other members would like something to read to help them through those long days in lock down.

Outside of that, I am sure many of us are finding time for those DIY jobs we've been putting off for months, or have cleaned everything in the house there is to clean. If you are running out of things to do, I would recommend firing up your computers/tablets/phones and checking out 'VHS Rallies' on YouTube. The guys behind this channel have made it their mission to rescue lost rally footage, digitising it and making it available for all to see. It's well worth a look and features some great material, some of which hasn't been seen for decades.

Let's hope that things begin to return to normality soon, so that we can all get back to enjoying our motorsport. I shall end this by saying that I hope you all stay safe through this difficult period and that the cabin fever isn't getting too serious.

Until next time...

Jon Scoltock – Editor, Spotlight
Spotlight@SCCoN.co.uk

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

Not much ☹️

Marshalling

Marshal Points:

Not much ☹️

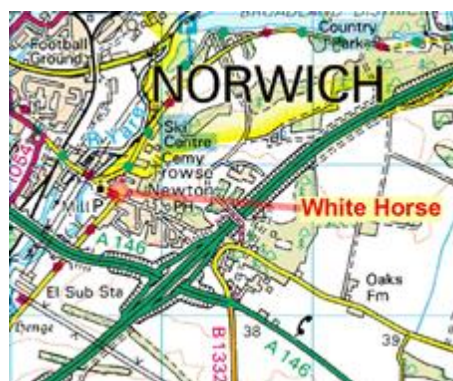
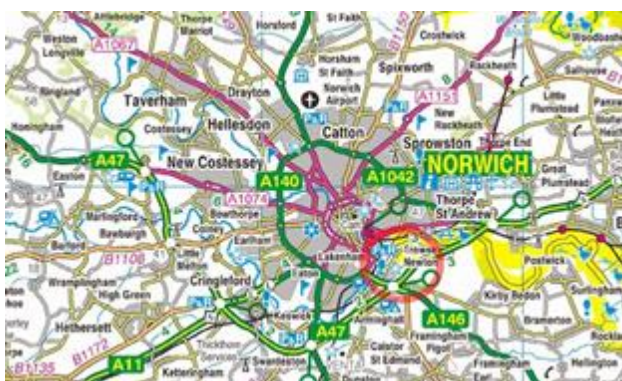
Club Nights

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.

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

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!

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			
Thursday 16 th July	Club Night		
Sunday 19 th July	Wethersfield AutoSOLO	AMSC AutoSOLO Challenge 2020	
Thursday 20 th August	Club Night		
Thursday 17 th September	Club Night		
Sunday 27 th September	AutoSOLO		David Leckie
Thursday 15 th October	Club Night		
Friday 30 th October	12-Car		
Sunday 15 th November	Trial		David Leckie
Thursday 19 th November	Club Night		
Friday 27 th November	12-Car		

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

A Sad Announcement – John Conboy

The Management team of the Sporting Car Club of Norfolk has been saddened to learn of the recent death of John Conboy.

John used to run TRS (Essex) Limited, supplier of oil 'Tank Replacement Services' throughout East Anglia and he was a great enthusiast for club motor sport. He was a road rallying navigator in the days when he used to live in Accrington (with lots of superb road rally territory nearby) and after moving to Essex he was a keen competitor both driving and navigating on a wide variety of events; most recently on 12-cars and Targa Rallies.

John put a lot back into the sport he loved: TRS sponsored Chelmsford Motor Club's 2009 Bentwaters Gymkhana and the 2014 TRS Targa Rally at MoD Woodbridge. More recently John was appointed as one of the MSA's Regional Development Officers promoting club motorsport and encouraging newcomers to have a go. He continued as our RDO until mid-2018 when he relinquished the role partly for health reasons.

A friend, who knew John better than most, said that he was, "one of the nicest people to share a car with and an utterly reliable person". He will be greatly missed and SCON sends our condolences to John's wife Sally and to his wider family at this sad time.

Peter Riddle, 9th April 2020

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.



Event Report: Snetterton PCA

Sunday 15th March

Class D				
o/a	#	Driver	Car	Total
1	6	John Peterson	Mini Clubman	413.6
2	1	Nigel Cook	Mazda MX5	462.2
3	20	Colin Mantle	Peugeot 106	473.7
4	24	Michael Smith	Renault Megane	496.4
5	2	Robin Lines	Rover 214	503.4
6	28	Nick Skuse	Mini Cooper S	515.3

Class P					
o/a	#	Driver	Passenger	Car	Total
1	19	Matthew Mantle	Colin Mantle	Peugeot 106	452.9
2	26	Oli Dennington-Price	Matthew Watson	Hillman Imp Super	475.0
3	27	Jordan Weavers	Aaron Ford	Mazda MX5 NB	479.2
4	14	Matthew Watson	Oli Dennington-Price	Lotus Elise	484.5
5	23	Sam Worrell	Lauren Theobald	Nissan Micra	499.8
6	8	James Leggett	John McGeary	MG ZR120	500.9
7	16	Alfie Hammond	Sam Hammond	VW Polo	504.7
8	9	John McGeary	James Leggett	MG ZR120	506.7
9	5	Ashley Hudson	Abby Marshall	Nissan Micra	516.5
10	25	Jamie White	Gary White	VW Polo	519.5
11	7	Martin Newson	Liz Jordan	Peugeot 206	522.5
12	17	Lewis White	Adrian White	VW Polo	524.6
13	22	Lauren Halls	Glen Muttitt	Nissan Micra	527.1
14	21	Glen Muttitt	Lauren Halls	Nissan Micra	530.3
15	10	Lauren Theobald	Sam Worrell	Nissan Micra	541.9
16	30	Jamie Graham	Stanley Graham	Nissan Micra	573.8
17	13	Lucy Meadows	Gary	Nissan Micra	578.2
18	3	Mick Beauchamp	Gill Beauchamp	Nissan Micra	579.0
19	11	Matthew Hodder	Ali Hodder	Nissan Micra	590.8
20	29	Julie Skuse	Nick Skuse	Mini Cooper S	596.9
21	4	Gill Beauchamp	Mick Beauchamp	Nissan Micra	621.8
22	12	Ali Hodder	Matthew Hodder	Nissan Micra	636.6





Thanks to Team Hodder for the photos – You can find more on the SCCoN Facebook page, or by visiting: <https://www.flickr.com/photos/gnome-service/albums/72157713498176812>

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

Event Report: Mull Classic and Targa Rally

The Mull Classic and Targa Rally this year was held for the first time in March, after the successful re-start of the Mull Stages Rally last October meant that it was not held last year.

Our preparation for the event started some four weeks before, with the fitting of a new Quaife helical diff to the old Pug, followed by some fettling, all of which was planned to be finished no later than a week before our departure date for the rally. As it seems with most things, it did not all go according to plan as various other things occurred, including finding out the new brake pads I'd bought were made of cheese, the passenger window mechanism failing, the trip sensor failing and then, on the day before we left, smoke coming out from behind the instrument panel as a resistor decided that it was time to depart this world.



It was with great trepidation, therefore, that we set off for Mull on the Thursday morning, wondering what else would decide to fail and whether we would get round or not. The trip up was fairly uneventful and the rain started north of Glasgow, so that by the time we got to Oban it was raining hard as usual. At least the ferry was running, as there had been some cancellations the day before and, by 3pm, we were in the car park of the Isle of Mull Hotel at Craignuire, using a short break in the rain to unload the trailer, park up the Pug and take the trailer to the rugby club for parking.

Friday dawned with a clear blue sky, something we have never seen before on Mull, and the morning was spent having a look round, totalling a tyre on one of the narrow roads which required the purchase of a new one in Tobermory, a nice bit of lunch having a chat with one of the other crews and a return to the hotel to take the car out to check the measured mile. So, out we go and find out right away that the trip doesn't work – again!!! Back to the car park, jacked up the car and spent the next two-and-a-half hours finding out that one of the locknuts on the sensor had come off and the sensor had dropped down. As I had no spare I managed, in the end, to fix it in using a small hose clip, a washer and the remaining nut and got it to work just in time to get down to scrutineering at 5:30. I had no idea how long it would last but at least we got the car scrutineered and it lasted long enough for us to set the measured mile before heading off for something to eat.

Saturday morning dawned and the Mull weather was back in more familiar territory with a light drizzle coming down from the heavily overcast skies. An early breakfast followed by a trip down the road to re-familiarise ourselves with regularity method, and then back to the hotel to wait our turn to go up to the start.

We arrived at the start as the rain began to fall harder, but despite this, the marshals were still as cheerful as ever. Start time came and we were waved off, everything seemed to be working as we set off down the road to Test 1 at Garmony by the rugby club. A straightforward run up a mixed surface with a couple of right-hand chicanes and a downhill, wet finish to negotiate and we were over it. We're always pleased to get the first test over with and were surprised to have bogied it as well, so not a bad start. A short run up the road to the right turn down to the Fishnish ferry took us down to the entrance to Test 2, Balmeanach 1. This was a forest road of rough gravel which was quite slippery off the start. It went downhill with a few bends to the first manoeuvre which was a left of cone 90 right. Unfortunately, the car in front, Chris Warden and Ian Mills in a Fiesta Zetec S, had slid off and blocked the way. If we'd have tried to stop, I think we would have pushed them in further, so I had to cut the junction. There followed a longish stretch with a couple of chicanes and some entertaining grip variation followed by a code board until we went through a gate to perform a clockwise 360 around a cone, followed by a "stop astride". A slippery restart followed by the final code board before a downhill run to the finish, trying to avoid sliding through on the wet gravel. Our finish time of 3:16 seemed quite reasonable at the time, it was only later when we saw Andy Beaumont and Andrew Fish had done it in 2:45 for an FTD we realised just how much quicker they are.



We then, pretty much, just crossed the road for Test 3, Totem Pole 1, another gravel track with a deep rutted start line making it a bit of a fight for grip to get going. A long right hander was followed by a stop box, which we were probably a bit too cautious about, then a continuing right bend to a left chicane which was very greasy, resulting in some interesting handling on exit. A code board followed, some distance down the track, which was well placed to slow cars down before entering the final left chicane which was very slippery and had a green post on the left on exit, which very nearly became firewood! A brief run then down to the finish resulting in a 1:39 which was middling, whilst being quite in awe of the 1:21 recorded by "Flying" Fraser Hughes and Peter Macinnes in their MX-5 with the roof down as per 2018, enjoying the rain.

A short run further down the track took us in to Test 4, Fishnish Timber Yard 1, where we bogged down a bit at the start on the loose, deeply rutted gravel, went left through a tightish gate to do a 360 loop around a couple of cones, followed by a right turn into a 360 clockwise round a cone to return back through the tight gate for a 90 right and a sweeping right to the finish. Fortunately, the surface was nice and greasy, and the handbrake seemed to work quite well for us. Andy Fish was again superb in the Rapier, with the only sub minute time of 54 secs which put them in a commanding lead of 21 secs over Duncan Cameron and Gary Ross in a 205 Rallye at the first card collection at the Salen Hotel.

From Salen we headed towards Tobermory to get to Test 5, Chapel Road 1 from the Aros Forestry Office. This was a cracking test in 2018 and was again this year. The wet conditions making the grip interesting on this gravel test. A fast start to a 45 right through a gate led to an uphill run to a tight right of cone 90 left through a gate. Downhill to a flick left of a cone to a right of cone 90 left to go down once more to have to slow for a code board before the final, tight-ish, left of cone 360 before the run to the finish. A truly enjoyable test with some exciting moments. A short run down the track from the finish brought us in to Test 6, Glen Aros 1, again on gravel, a bit slippery off the start to pass a CB then a clockwise 360 loop around a couple of cones on the right down to a tight 360 around a cone before a nice left over a bridge, which looked a lot narrower than what it was, to then go uphill in a sweeping right and through a chicane before a loose 90 left to the finish. Another thoroughly enjoyable and testing test.

Out of test, we had a few miles down the road towards Dervaig to catch our breath before having once more to turn on to the gravel and head in to the trees to find the start of Test 7, Aintuim 1, which was 1.22 miles, but was being run as a regularity with a secret ITC. The first 0.67 miles was at 30mph and got us to the ITC, then a run out at 25mph got us to the finish. Maggy is no fan of any sort of regularity but we got through it with only an eight second penalty which was equal seventh for the test and was probably our best performance of the day so far! Out of test and a good run down alongside River Bellart got us to Dervaig to turn left across the top of the loch to the start of regularity 1.

The regularity took us all round the coast, past Calgary bay, down through Ensay and Kilninian to turn left at Achleck to head back towards Dervaig. This is a wonderfully scenic route but the roads are very twisty and narrow with a multitude of blind crests, and the possibility of meeting oncoming traffic at any time and having to give way in a passing spot, or worse still, have to reverse to let them past. Unfortunately, we met a local just before ITC 1.2, in sight of the control and had no option but to pull over and wait for them to come up past us in what seemed to take forever. We lost some time and had no distance to recover it, but that's how it goes sometimes. The rest of the regularity went all right, but trying to keep up the average speeds on those roads is quite testing if you lose a bit of time, as there are not too many places where you can crack on. Reg 1 lasted for 14.98 miles and we were ready for a little break at the end of it but, it was followed immediately by Reg 2 on a gravel road which was not on the map! Unfortunately, we messed up the start and got the clock out with the trip and had to try and compensate until reaching ITC 2.1. However, the whole distance was to be covered at 25mph so at least we didn't have any speed changes to deal with. However, the terrain and surfaces did present their own challenges. We reached the end of it and then at least were able to enjoy the run out which was good fun without the 25mph restriction. On reaching the road we turned right towards Salen and headed to the Salen Hotel for the lunch stop, usual car check and some good crack.

The lunch break saw Andy and Andrew in the Rapier increase their lead to 43 seconds over the second placed crew which had now become Craig Wallace and Clifford Auld in a Corolla G6R. Ian Buchanan and Gemma Conroy in an Impreza were in third, a further 11 seconds back, and we had moved in to 14th spot at 2:18 behind the leaders.

The afternoon session started with a break in the rain, which soon started up again and became heavier as the afternoon progressed. After lunch we headed up to Glen Aros Forestry office again for Test 8, Chapel Road 2, a repeat of the morning's Test 5 but a slide past the code board cost us a few seconds and we ended up two seconds slower than in the morning, so not the best of starts. Test 9, Glen Aros 2 repeated Test 6 with more water, but we ended up three seconds quicker so that helped to make up some of the loss on the previous test. Test 10 repeated Test 7 and was again run as a regularity. We managed six seconds penalty, which made us sixth on the test, which was our best performance of the day, despite Maggy's total dislike for this type of test.



There followed another run down to Dervaig for the start of the final regularity. This started by the Heritage Centre on the Dervaig to Achleck road and went down the yellow in the opposite direction to the morning's regularity. We were unlucky to meet what appeared to be a somewhat disgruntled individual in a 4x4 pick up, who, despite being able to pull over on a hairpin and let us past, came down the hill forcing us to stop and then gesturing us to reverse. It wouldn't have been so bad but there was nowhere to reverse to that was any wider. After some seconds moving back and trying not to slip off the edge of the tarmac and ruin a tyre, I managed to get over enough for him to quite happily then drive off his edge of the road to get by. Hopefully we made his day a little brighter, fortunately his behaviour was the exception to the wonderful reception we usually get on Mull. His actions really screwed us up getting the ITC 3.1 and had Maggy in a bit of a paddy, which caused more problems on the stretch down to ITC 3.2. Fortunately, by the time we got to 3.2 we were resigned to the situation and normal service was resumed until we got to the finish. Despite the

problems we ended up with 33s penalty and 16th for the section so although it was disappointing it was not a disaster.

Back to the Salen hotel for TCC3 and then to Fishnish for the Tests 11, 12 and 13, which were repeats of 2, 3 and 4 from the morning. By now it was raining in true Mull style. The marshals were doing a fantastic job in the circumstances and their humour was still as strong as it had been all day. Test 11 saw us manage a more respectable 3:05 which was 11th fastest and better than our morning run. Test 12 saw a five second improvement on the morning's run, although a slide past the CB again cost us a little time. Test 13 was a second better than the morning's run had been, so we had been getting a little quicker through the day. The final run up Garmony for Test 14 as a reverse of Test 1 saw us a second slower but I think this was probably due to the uphill start as several crews seemed to go back by a similar amount. By now the weather was awful so we made our way back to MTC 4 at the Isle of Mull Hotel, where it was raining so hard, I drove the car up to the door so Maggy could get out without getting soaked.

Well that was it then, all the fun was over for another year with the only thing left being the results. Later in the evening when these were eventually finalised, it emerged that Andy Beaumont and Andrew Fish in the Rapier had held on to their first place with an excellent drive by Fraser Hughes putting him and Peter Macinnes in the MX-5 in second place, only 23 seconds behind, despite having to stop and re-fix an errant engine sensor with some baler twine (but at least it was a permanent fix as they used the orange stuff). Third place was taken by Craig Wallace and Clifford Auld in the Corolla G6R, with fourth going to the Northern Irish pairing of Michael Reid and John Lindsay in the Midget. We ended up 16th overall and fifth in our class, which we were pleased with after what had been a really enjoyable event in spite of a few "stressful" moments.

The day was rounded off with a grand dinner for the Mull Car Club's annual presentations, which was enjoyed by around 120 people, none of whom appeared to cough or sneeze all evening, possibly due to the copious amounts of pop that was being consumed.

All in all, a great event and a big thank you to all involved in the organising and on the day and we're really grateful to have been able to do it in the light of recent developments.

Images courtesy of Carl Grey Photography

A View from a Member

In 1914, Sir Edward Gray, the then Foreign Secretary to the British Government, said the immortal words on the 3rd of August 1914, "*The lamps are going out over Europe*". They went out again some 20 plus years later, only to a greater extent.

We now fast forward to the present day, when again Europe (France Spain Italy, Germany etc) are in lockdown, and a change of law, rushed through the commons, has given the Government unprecedented powers in peacetime, bringing us in-line with France, whose citizens can only venture out with permission – This will be a problem for me as I want to get my 4x4 serviced soon!

Unlike the two periods mentioned above, where we knew who our enemy was, and could see him/her/it and them, today we cannot. It is invisible and is delivered in the wind. But the end result is the same. The people have to stay in their houses, so as not as to pass on the virus. All outside activities are banned (but what you do in your own home is up to you!), so it is a no-no to club nights, simply because the pub/bar is closed.

All the above means we will have to stay in contact Via the Spotlight or the AMSC newsletter. Such mediums are now more important than ever.

I do hope that all this will be over by the end of the year, so when all the lamps are relighted, our first club night will be one to remember.

Until then, bonne chance, a bientôt. Good luck, until we meet again.

Paul Doodson

First Aid Training – March 14th 2020

SCCoN, West Suffolk Motorsports Club and Eastern Counties Motor Club ran a First Aid Course given by Andrew, a full time Paramedic.

Save a Life

Having been marshalling by myself a couple of posts before where Vini Cruz lost his argument with a tree at the Stanta Targa at Christmas, when West Suffolk and SCCON announced they were going to hold a morning training session on First Aid, I thought it made sense to go along.

With the session covering life in general rather than just motorsport, Heather signed up as well and on 14th March we joined 20 others at the Horringer Community Centre. What follows is a novice's recollection of the topics covered. Anyone who's done marshalling recently or has a competition licence should have seen Motorsport UK's video:

“Rallying – First on Scene”: <https://www.youtube.com/watch?v=Xde9mqk7-Ks>

There is also a range of St John's Ambulance Emergency First Aid videos on YouTube at <https://www.youtube.com/watch?v=Xde9mqk7-Ks>

The driving force behind the session was Peter Riddle from SCCON with the star turn for the day being paramedic Andrew. Andrew has around 40 years of experience working mainly round the Sudbury area and he came with a comprehensive storyline of slides, a number of personal tales to tell and a range of equipment for us to learn with. John and Cindy Boot were, as ever, stars in laying on teas, coffees and biscuits to keep the troops going through the morning. While not professing to a deep interest or knowledge of motorsport, Andrew did admit during the mid-morning break that he had just got an older Mazda MX5 and was starting to think about outings in the car so who knows, he may be tempted by one of the classic car runs in the area when a more normal life returns for us all. First topic was **BLEEDING**. I don't know why, but the lines from one of the 1950s “Doctor” films with Sir Lancelot Spratt and the trainee doctors has always stuck in my mind. When training the doctors, he turns to them and says, “What's the bleeding-time?”, “Ten past ten Sir” wasn't the reply he was seeking but obviously the one he got. Back to the training, we are capable of wounding ourselves in a variety of ways. Simplest and easy to treat is the cut. Then, when we embed something in ourselves from staples and nails to altogether more gruesome objects.

Andrew recounted the story of some boys at, what once would have been called a borstal, where the lads decided to play a game of catch the pitchfork. As you can imagine, no prospect of anything going badly wrong there! As these objects get larger, taking them out becomes a less good idea to avoid large blood loss from the hole they leave behind. Where possible cutting the object down and then keeping it in situ is the better option until proper medics can get to the victim.

Other bleeding injuries can arise from gashes and scrapes. Anyone who's come off a bike or motor bike will know these well and know how much they hurt given all the nerves living in the top layer of skin. Then there are burns and bruises. The latter are likely to be less of a problem in immediate first aid as there's no blood loss, while for the former the best thing is to keep the wound clean.

After the run through on bleeding, it was time for some practical activity, and we were let loose with dressings. Having never actually unwound a dressing from my first aid kits, the pad has some straps short and long coming off of it. If the cut were on the lower arm the shorter strap can be taken up to the hand while the longer wraps round the dressing and then the shorter strap is brought back to tie with onto the longer one to secure the dressing.

At this point Andrew emphasised several steps before treating an injured person:

- Safety – Is it safe for you to get close to the person? If they have burns it may be from electric cables in the area. If they are under debris can you get close without putting yourself in danger?
- Approach them from the front if possible so they don't try and turn their heads potentially aggravating any neck/head injuries and risk blocking airways.
- Ring/radio paramedics/emergency services ASAP. There's no point in doing first aid and then ringing as you are prolonging the time for full medical services to get to the patient with all the extra equipment and expertise they can provide.

Next up dealing with **CHOKING**. Doubtless many will have dealt with children attempting to eat pieces of Lego and the like. Start from simple firm pats on the back before resorting to some of the more involved procedures which may bruise in the process.

COLLAPSE: As you approach someone, look for signs of external factors that might have lead to the collapse so you don't join them. Once that is OK, look for signs of regular breathing. Bend down with your head looking down the other person's chest look for the chest to rise and fall regularly and listen for breathing in and out. 2 – 3 times per 10 seconds would be normal. If you can't see this, look to check the airway because their tongue may have blocked it. This can be cleared by tilting the head back further. There may be a risk of injury, but if they aren't breathing, they are already in a bad place. Getting a casualty into the **RECOVERY POSITION** was next. Difficult to describe in words but watching YouTube is a good way to understand the best way to do this. The wrong way may hurt your back and the patient's limbs will work against you. Done the right way, the effects of levers and the correct positioning of limbs will help you to achieve the right outcome.



After a short break, we were onto one of the most life-threatening things to come across: the need for **CPR** (Cardiopulmonary resuscitation). Andrew explained that heart attacks were much more common than I thought, and the importance of acting ASAP. Having worked out what's happened, if you are alone, ring 999 first before attempting to give CPR. Alternate between 30 pumps of the chest at a rate

of 100 to 120 per minute and then administer 2 breaths to the patient. Keep doing this until further help arrives. If you've doing this properly for 5 – 10 minutes, it will be pretty exhausting! Several head/torso models were available so that everyone in the room could have a practice.

A heart attack normally results in the heart adopting a different, more erratic pattern likely brought about by a blockage. While CPR is helping someone struck down, using an **AED** (Automated External Defibrillator) greatly increases their chances of recovery if applied in the first few minutes. Having phoned 999 and explained the problem, you'll likely be given a code to open the cabinet of the nearest defibrillator. In the case of Horringer Community Hall this is right outside. You may have noticed that many old phone boxes now have these installed. These machines really impressed me with a great design telling you what to do as you open them up and waiting for you to complete each stage, and they won't administer a shock unless it detects the right circumstances to do so.

With the current Covid-19 emergency many thousands of people have signed up to help out and will have done so via "GoodSam". This has been focussed on an app for helping in cases of cardiac arrest. You can see more about this on the East of England Ambulance Service at: <https://www.eastamb.nhs.uk/your-service/good-sam-app.htm>

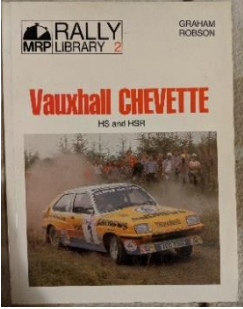
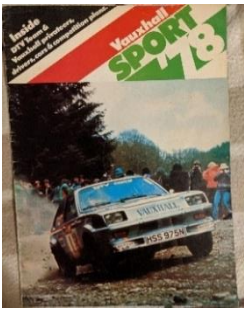
All in all, a useful session and it reminded me that I need to check what's in our First Aid boxes and look at the expiry dates for various things, being guilty of having one box that's at least 20-years old.

Paul Hernaman

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 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 £250ono for both.</p> <p>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.



Sporting Car Club of Norfolk

Micra Challenge

Spotlight



For those of you who have enjoyed the fun which can be had competing in a Nissan Micra there is a new challenge; just that, the all-new SCCoN Micra Challenge.

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

The winner will become the holder of the Joynt Cup for a year until passing the laurels on to the next year's winner. We hope this will be becoming an annual fun competition across, 12 car, autoSOLO, autotest, trials and marshalling.

See the guidelines for details and make 2020 your year of the Micra.

