

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

October 2020



Snetterton PCA, September 2020

(Photo courtesy of Matthew Hodder)



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 October's Spotlight. Firstly, I must apologise for the lack of a September issue. Unfortunately, it's been a slightly disjointed couple of months for me, with redundancy from my main job being the main issue. Not really relevant to SCCoN, other than the fact I used my work laptop to put Spotlight together! This meant having to finally get around to sorting out my personal laptop, which took a bit longer than I expected.

Anyway, we're back, and hopefully this 21-page edition will help to keep you busy. Despite it feeling like we're beginning to go backwards again in terms of the pandemic and the way it continues to impact society, we are at least beginning to see some motorsport action again. As I type this, I'm watching the action from Goodwood Speedweek and, as a rally fan, am please that the WRC has finally returned, especially when it could give us our first British champion for almost two decades. On a more local level, you can read reports from last month's Snetterton Grass PCA, and also a feature from further afield – the York Targa, which was reported on my Geoff Bateman.

The calendar isn't looking as full as I'm sure we'd all like it to be, and the unpredictability of the current situation must be giving organisers around the world more than a few nightmares. Despite this, there are still some things to look forward to, including the one and only Preston, which returns this year

One issue that I must bring to your attention is the club's AGM, which would usually take place in May. For obvious reasons, this couldn't go ahead, and the committee have been looking at alternatives. In order that you can all still have a say on the future of the club, and stay updated with what we're doing, we have decided to proceed with a 'virtual' AGM for this year. You can find more details on page five of this issue, but please don't miss out on your chance to get involved.

The sun has been shining a lot in the last couple of weeks, so hopefully it will continue do so as we finally get out and enjoy some events. Hopefully I'll get to see some of you soon!

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

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!

Diary Dates

SCCoN Virtual AGM
Thursday 29th October

Marshalling

Marshal Points:

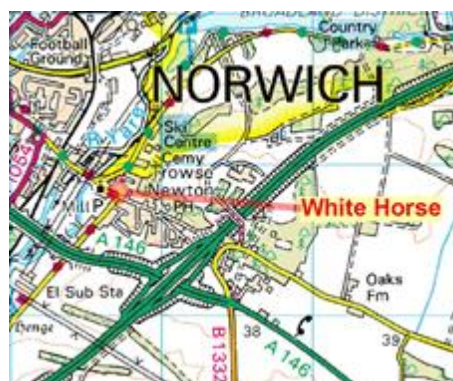
Debden AutoSOLO
Sunday 8th November

Lyng Trial
Sunday 15th November

Lyng Garage 12-Car
Friday 20th November

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			
Thursday 29 th October	SCCoN Virtual AGM		
Sunday 1 st November	Guy Fawkes Trial		Falcon MC
Sunday 8 th November	Debden AutoSOLO		WSMC
Sunday 15 th November	Lyng Trial		David Leckie
Friday 20 th November	Lyng Garage 12-Car		
Friday 27 th November	12-Car		
Saturday 28 th November – Sunday 29 th November	The Preston		Chelmsford MC
Sunday 6 th December	Foxborough Trial		WSMC
Monday 28 th December	Stanta Christmas Targa		AMSC

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

2020 SCCoN Club AGM

We were supposed to hold our Annual General Meeting in May of this year but with the Covid restrictions that was, and it is still, not possible for us all to get together.

Some Clubs have simply decided to postpone their AGM's until next year, others have held virtual meetings.

We are proposing to send out the Agenda and minutes to you via email with a recommendation that they are approved so that the Council of Management (Committee) can effectively continue to run the Club's affairs until such time as things get back to normal.

If you have any thing that you would like to raise then please email
David Leckie agm@sccon.co.uk

Members may still wish to discuss issues or even volunteer to join the Committee! So, we will hold a virtual meeting via Zoom on the 29th October at 8pm – details of which will follow.

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

Event Report: Snetterton Grass PCA

September 26, 2020

Class D					
o/a	#	Driver	Car	Total	
1	29	Colin Mantle	Peugeot 106	689.2	
2	1	John Peterson	Mini Clubman	709.0	
3	7	David Astle	Nissan Micra	714.2	
4	25	Naomi Astle	Nissan Micra	734.9	
5	22	Dick Lines	VW Lupo	752.1	
6	4	Robin Lines	Rover 214	766.2	
7	16	Andrew Scarlett	Mazda MX5	787.3	
8	20	Dan Pearson	Mazda MX5	843.1	

Class P					
o/a	#	Driver	Passenger	Car	Total
1	11	Matthew Mantle	Colin Mantle	Peugeot 106	686.0
2	19	Isaac Spiers	Andrew Spiers	Citroen C1	690.5
3	17	Lewis White	Adrian White	VW Polo	718.1
4	3	Vini Cruz	Laura Garcia	Nissan Micra	730.9
5	27	Bradley White	Jamie White	BMW 318	741.7
6	31	Luke Hillier	Sam Worrell	Nissan Micra	751.4
7	14	Ashley Hudson	Amy Marshall	Nissan Micra	768.8
8	13	Sam Worrell	Luke Hillier	Nissan Micra	783.7
9	18	Jordan Weavers	Stephen Baldwin	Renault Clio 172	789.8
10	10	Lauren Theobald	John Theobald	Peugeot 206	791.8
11	28	John Theobald	Lauren Theobald	Peugeot 206	793.7
12	21	Laura Garcia	Vini Cruz	Nissan Micra	797.2
13	8	Dan Robertson	Mark Robertson	Nissan Micra	808.8
14	9	Jamie White	Bradley White	BMW 318	817.0
15	32	Amy Marshall	Ashley Hudson	Nissan Micra	824.1
16	26	Mark Robertson	Dan Robertson	Nissan Micra	825.5





Thanks to Team Hodder for the photos – links to many more on the club Facebook page

Asymmetric Cars

by Peter Riddle

In the July issue of 'Spotlight' I described the little Gordon three-wheeler car that had only one tiny door on the left and its engine mounted under a protruding cover, outboard of the driver on the right side of the car. Cars don't get much more asymmetric than that, or do they?

I'm currently reading 'John Z, the DeLorean and Me tales from an insider', a book by Barrie Wills about the Belfast-built DeLorean sports car. I worked extensively with Barry at Lotus throughout 1989 during the launch phase of the M100 Lotus Elan. But prior to that, Barrie had been DeLorean Motor Cars' longest-serving employee between 1978 and 1982. The DeLorean had been styled a few years earlier by the top Italian car designer Giorgetto Giugiaro, and he wanted to implement some updates to his original design. These were duly incorporated into a glazed full-scale (but non-driveable) styling model so the right side remained as per his original design, while the left side showed his suggested revisions. All his proposed changes were approved for the production version of the DeLorean. This type of half-and-half styling exercise was commonplace in the motor industry during the 1960s and 70s, often to show simple alterations such as different headlamp designs on each side of the car. After the preferred design had been adopted, they were usually scrapped because they had no further purpose.



But I found these pictures of one that wasn't scrapped; it's a beautifully restored fully-road-legal prototype designed by Giovanni Michelotti for a Triumph Herald fastback. It features two different rear side window treatments, but it never went into production in either form. Presumably it would have taken sales from the existing Herald Estate and the Herald-based Bond Equipe GT for which Triumph supplied the chassis and all the mechanical components.

In the 1960s Renault started a policy of making some of their cars asymmetric in a way that many owners never even noticed. The first such model was the Renault R4 launched in 1961. The car's rear suspension had transverse torsion bars across almost the full width of the car. The LH suspension was a mirror image of the RH side so, in order to make space for both torsion bars, the RH suspension was moved further rearwards and the RH rear wheel-arch was also further back than its opposite number. As a result, the R4's wheelbase was 45mm longer on the right side of the car than on the left



Renault 16 - RH side with 2650mm wheelbase



Renault 16 - LH side with 2720mm wheelbase

Can you tell the differences in these two photos of the Renault 16 that was launched in 1965?

In 1965, Renault repeated the same rear suspension concept for their R16 model yet, rather inexplicably, it was now the left wheelbase that was longer than the right. The Renault 16 had a further visual difference because the chrome rear bumper extended further forwards on the right-hand side of the car than it did on the left. Renault went on to make more lop-sided cars with the R6 of 1968 whose right wheelbase was 50mm longer and then the R14 of 1976 whose left wheelbase was 32mm longer. But why on earth did they keep swapping which side would have the longer wheelbase?

Another reason for left/right asymmetry in cars over many years has been their door arrangements. Many sports bodies on vintage Bentleys only had a door on the left side for access to the front seats, with no door on the right where entry would have involved a bit of a struggle to get past the handbrake and gear lever. Similarly, the rear passenger compartment often had a door only on the right. This could have been for reasons of cost or weight saving or to improve the rigidity of the aluminium body, or maybe all of these.



In 1975, American Motors Corporation (AMC) announced their innovative wide-body Pacer compact car. It had a huge glass area of 37 percent of the car's total body surface area, but the reason it gets into this article is that the passenger door was four inches longer than the driver's door. This was done to make access to the rear seats easier when parked normally at the kerbside (on the right in the USA). The Pacer was wide, short and fairly heavy which didn't make for good fuel economy and its styling was controversial so it wasn't a big seller in its home market. AMC tried to sell the Pacer in Europe and the French importer Jean-Charles, advertised it as only the French would - see above! But it was wider than a Rolls Royce and the UK conversion to RH drive was by means of a bicycle

chain behind the dashboard that connected the new RH drive steering wheel to the original LH drive column. Of course the wider RH door opening was now on the wrong side and, as you can probably guess, AMC sold very few Pacers into the UK.



1989 Ford Fiesta Urba concept car - a 4-door car, but not what you expect

Never wanting to miss a sales opportunity, Ford first showed their Urba concept car at the 1989 Geneva Motor Show. This must have been such an easy concept car to build because it was just half a standard production Fiesta 3-door mated to half a production Fiesta 5-door (plus a refrigerator fitted in the boot). But, having tested the market, the Urba was never put into production. I suspect that Ford's very capable marketing people decided that it would achieve substitutional sales from other models in the Fiesta range rather than incremental sales, so no net increase in the total number of Fiestas sold.

But the idea of two doors on one side of a car and one on the other didn't go away.....

BMW introduced their new Mini Clubman model in 2007; it was 240mm longer than the standard BMW Mini and featured an unusual door arrangement. The rear hatchback was replaced with a pair of side-hinged rear doors, mimicking BMC's Mini Travellers of the 1960s, but the asymmetry came from the side doors, with one door on the left and two doors on the right. The rearmost door of this pair was a small 'Club-door', hinged at the rear (sometimes called a suicide door) that was trapped in its closed position by the trailing edge of the front door overlapping the front of the rear door. This door scheme was the same for LH drive and RH drive cars, allowing the fuel filler on the left of the car to stay unchanged. So RH drive cars got the easier access for rear seat passengers that the small 'Club-door' provided, but it was on the driver's side (i.e. the wrong side) of the car. BMW built this version for seven years, but the next Mini Clubman manufactured from 2015 had two conventional doors on each side of the car, though it still had a pair of side-hinged 'barn doors' at the rear.



BMW Mini Clubman - 2007 to 2014

Not to be outdone by what was happening in Europe, Hyundai's first-generation Veloster model, manufactured in South Korea between 2011 and 2017, is a hatchback that Hyundai call a coupé. But it really straddles definitions between a saloon with modest rear seat space and a roomy 2+2 coupe. It has a large single door on the driver's side and two doors on the passenger side. Unlike BMW's Mini Clubman, Hyundai didn't stint on the body tooling costs because the door arrangement is reversed between LH drive and RH drive models. Options included a panoramic roof, a 183bhp turbo engine and it was Hyundai's first model to offer a DCT (dual clutch transmission) gearbox. The updated Veloster of 2018 kept faith with the same door configurations and from 2020, the Veloster N was added with a new 271bhp turbo engine and an 8-speed DCT gearbox. It achieves 155mph and its 0-100km/h time is only 5.6 seconds, which makes me think - "If it goes like that, do I care how many doors it's got?"



First generation Hyundai Veloster - 2011 to 2017

In the late 1980s Nissan produced a range of quirky but stylish cars based on their small car platforms and designed by their Special Projects Group. These highly fashionable cars include the Be-1, the Pao and the Figaro, an example of which is a regular participant in the SCCON Midsummer Classic Car Run. My favourite Nissan model name is the S-Cargo van based on the Micra and made between 1989 and 1992. When you say it, you are saying 'Escargot' which is French for a snail. Its 0-60 mph time has been measured at 17 seconds, so 'snail' seems very apt.

But in terms of visual asymmetry, one Nissan model has every other vehicle beaten hands-down. It's the Nissan Cube of which Nissan has made three generations but only the latter two have asymmetric bodies. The Cube Z11 (Mark 2) from 2002 was only produced in RH drive for the Japanese market but the similar Cube Z12 (Mark 3) from 2008 was also made in LH drive for sale mainly to the USA.



RH drive Nissan Cube Z12 of 2008



LH drive Nissan Cube Z12 of 2008

The Z11 and Z12 Nissan Cubes have an asymmetric side-hinged rear door/tailgate whose glazing flows around the non-driver's-side rear corner of the vehicle and continues into the rear-side-door glazing on that side of the vehicle. For the Z12, the rear wings, D-pillars and the rear tailgate had to be tooled up for both LH and RH drive versions, along with the accompanying interior trim parts. This was a bold investment by Nissan for a car that would always sell in relatively low volumes to buyers wanting a car whose distinctive styling and rarity would turn heads. Having said that, although the

Cube is nippy rather than brisk, and maybe isn't ideal for the keenest drivers, it is nevertheless a roomy car that drives like many small hatchbacks and is comfortable, practical and easy to live with.



LH drive Nissan Cube Z12 of 2008



A recent asymmetric Bentley badge

Finally I want to mention what is possibly the smallest example of a side-to-side difference on a car. In the 1920's, Bentley cars had a 'winged-B' badge designed by F. Gordon Crosby mounted on the top of their radiators. Various colours surrounded the letter 'B' in the middle of the badge and, for example, a 'Red Label' Speed Model Bentley had red enamel around its 'B'. But the badge wasn't symmetrical, having a different number of feathers on each side of the central letter 'B'. Bentley folklore says this was to identify forged badges because a forger wouldn't notice the subtle difference. In the 1930s the badge was changed to a 'flying-B' mascot on the top of Bentley radiators, but in the 1990's an updated 'winged-B' bonnet badge was introduced and, as a mark of respect to Crosby, it now has eight feathers on the left side of the badge (as you look at it) but nine feathers on the right side.

Event Report – York Targa

The York Motor Club Targa rally was held on Sunday 4th October based on Rufforth Airfield with tests on 3 venues. It was a pleasantly late start which meant we didn't have to get up in the middle of the night for a change, which turned out to be quite handy as I had to pump out an inch of water from one of my sheds before we left, following about 4 inches of rain the previous day up here in North Cumbria. Sunday, however, started out dry but with the ever-present cloud it looked like it would be touch and go as to whether we had a dry day or not. We left a little late but made good progress and arrived at Rufforth in plenty of time to get unloaded and check the trip meter before getting to the check in marshal at our allotted time of 11-02.



Booked in we moved forward, parked in a queue and sat there waiting to be moved to the parking area for scrutineering and document pick up. After a few minutes it became clear that we were already in the parking area so Maggy shot off to pick up the documents and bacon rolls whilst I got the bonnet and tailgate opened up for the scrutineer. Time was tight as Maggy only had about 30 minutes to go through the road book and mark it up. It did not help her with me having to keep the driving seat clear so that I could move the car down the line at regular intervals as cars departed for test 1. With a few minutes to spare the book was marked up and I managed to get a brief look at the diagrams for a couple of minutes before being called forward at MTC1 to proceed to test 1 start. Fortunately, it was a fairly straightforward test around a lot of cones set out as 3 slaloms, the first being run twice. It was fairly obvious where to go and we got around OK with the exception of just clipping one cone. Could have been a better start but we were out and going further up the airfield to test 2. The transfer was a bit rough but we picked our way through the pot holes to get to the start. The surface was a lot dirtier than test 1 with quite a bit of mud to deal with but the layout was again



fairly simple and open enough for us to get around without issues even though the grip was interesting at times. A short run to test 3, also on the airfield, presented what I would describe as a classic autosolo type test on a nice wide piece of runway with a decent sealed surface. It comprised a longish slalom down the left of the runway using 15 cones followed by a 5 second "stop box". Out of the box and in to a wide 13 cone slalom finished off with a short and tight 3 cone one to slow you down for the finish. It was well laid out and quite good fun and the sort of test we hadn't done for a long time.

A short run across the field got us to test 4 where we had managed to catch up a bit of traffic which gave us a chance, at last, to have a bit of a better look at the other tests. I couldn't see much of the test from sitting in the queue, but from what I could see I kept seeing brake lights followed by reversing lights on about 4 cars in succession in the same place on the test. I finally worked out whereabouts this was on the test, at the 3rd gate on a slight left hander past a heap of rubble. I pointed it out to Maggy



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and said that I would need to be careful not to repeat the same error. Made a mental note to self and waited to start the test. In to test, turn left then right, left, right, left 180 followed by a left, right, left then into the first gate, 2nd gate and 3rd gate, but it wasn't the 3rd gate!!! I'd made the same error, there were 3 cones across and the eye line naturally took me to the 2 on the right rather than the two on the left with the left most cone being quite a bit over and out of sight because of the heap of rubble. Reverse engaged, expletives duly said and our first major error of the day. It had been even more annoying having watched others make the same error, having noted it, tried to avoid it and then making exactly the same error! A devious bit of test layout!! There followed a brief period of discontent in the cabin which happily returned to the normal air of calm efficiency before we got to the noise test.

We left Rufforth for a 10-mile transfer to Acaster using the tulip road book instructions which allowed the composure in the cabin to return to some semblance of normality and, thanks to the slack road timing, saw us arrive at Acaster in good time allowing us several minutes to park up before ATC and have a good look at the next series of 4 tests at this venue. It was not possible to see any of the tests from where we were sat so we didn't know what to expect and so test 5 saw us on a wet and muddy surface going around islands covered in trees, with some very slippery surfaces and a good bit of surface water in places. We made a reasonable job around the first island and round the second to be confronted by a tight in on the right to a 180 which saw us slide unceremoniously into the hedge as I tried, and failed, to get the back to swing round on the handbrake. I'd read it wrong and should



©RWDRALLY/IMAGES/JAMES DOWNIE

have approached much wider on the left. The car stalled, and I had to reverse a bit to get us back on course which was most embarrassing before going through a slalom to a 180 where we had a minor arboreal excursion, but fortunately without loss of forward momentum, before hooking back right round another island to do a 540 round a cone followed by a lap of a small island before a tight right to get a 180 around cone "O" before a 2 cone slalom to finish. Despite the errors this test was much more to our liking with the differing grip providing some great entertainment.

A short run got us to test 6 which started with a 90 left around a quite large island avoiding five cones on the way round before going half way round it again before exiting. Another slight error as I nearly missed the exit as I didn't register the cone until a bit late. The cones were getting a bit muddy by this time and some were blending quite well in to the background which was quite brown and muddy in most places. Anyway, we got out and had a nice quick run past 3 widely spaced cones before passing a large clump of undergrowth on the left which we knew preceded a left turn in to get round cone "J" in order to do a circuit of "J" and "K". On the diagram these looked close together, in reality they must have been 50 metres apart with a ground covering of a greyish material which had the grip capability of driving on axle grease. Cone "K" was on gravel as you came off the grey stuff and the 180 there was fairly straightforward, however, the return across the grey "mud" to "J" to execute a further 180 was quite exciting for us with the direction of travel not always being where we would have wished it to be! It was great fun though and we continued on without penalty to execute the last slalom which was on a much firmer surface. We slid quite well round the first 3 cones but then, as I guess the tyres cleared of the grey mud, we suddenly gained much more grip as we approached the 4th cone and nearly ended up in the fence. It had been great fun though and we both were already looking forward to the second run at it later in the day.

Test 7 was another longish test with a bit of a tight start followed by a much more flowing later part. Unfortunately, we made another error when approaching a 360 around two cones "P" and "Q" where after completing the 360 the instruction "left of Q" wasn't quite right and we overshot the exit route and only just managed to get the car round without having to reverse. By now I think we had probably already made more errors in these 7 tests than we had in the whole of Mull and the Pennine Trophy! Test 8 saw another minor cock up as we nearly went the wrong side of the first cone we passed. It started on to a long right hander and cone "C" was the first cone we passed and should have passed it on the right on the way up to "A", but a little confusion saw me nearly go left of it only to brake hard and avoid it at the last minute. Panic over we managed the rest of the test without incident and made our way out and back on to the road for the 15-mile transfer to the next venue.

A short detour on the road transfer saw us going alongside the A64 and not along it which required a turnaround and retrace to eventually get back on route. We were not having the best of days really, but we arrived at the venue in good time and waited to go in to test. The test itself was fairly compact around a yard with a heap of tarmac and another of stone to be circumnavigated with a couple of short slaloms and a couple of 180's slipped in to add a bit of interest. The surface was mixed with a start on concrete, followed by mud and gravel around the heaps and finishing up on concrete again. We managed to negotiate it without any issues, at last, felt we had done a reasonable time and left the test to return to Rufforth for the second loop of tests.



On our return we had a short stop for a few minutes as we were ahead of time which allowed us to check the car was OK and make use of the portable facilities, then back in and off to test 10, a repeat of test 1, and the start of the second loop of tests. There were no test changes and we managed to get through these first four tests without repeating the errors of the previous run which was a relief. The run over to the Acaster venue was uneventful, as this time we knew where to go, which always seems to help, and we arrived there in good time to allow a short stop and a chance to compose ourselves before going in to the first test, now designated 14, a repeat of test 5. Remembering our

problem with the tight 180 at cone "E" from the first run I used a modified line and we got through the test without incident but somehow managed to go a second slower than our first run through! Must try harder! Tests 15, 16 and 17 passed without incident although the "grey mud" on test 15 seemed to have got even more slippery than it had been as test 6 and we seemed to spend quite a bit of time trying to do a Torvill and Dean impersonation with a Peugeot 205! However, with the exception of test 14, we managed to record quicker times on the second passes. Test 18, a repeat of test 9, was managed with a four second improvement and as we headed back to Rufforth for the final three tests we were feeling happier than we had been after the first loop.

Tests 19 and 20 were run through the gun club on the opposite side of the road to the airfield. Test 19 was run with groups of cars going through and being held at the end of the test. Test 20 then saw us retrace the test before exiting the gun club. The tests were run on 30 second starts and the slick manner in which they were run was a credit to all the crew on the test. The start led in to a six-cone slalom then through a gate onto what was described as gravel, but, in reality, turned out to be more like deep mud with some big stones thrown in for good measure as we went through a gateway at the top of the test. We then headed through a right/left combination to finish with a four-cone slalom in an area about $\frac{3}{4}$ the size of a tennis court with the cones placed well out to the sides making the turns a bit tight, but at least it was a sealed surface. We were ushered in to a parking spot and waited for the return run.

Test 20 was interesting with the first shout from the left seat of "Right of S" to which the reply was "No I think it's left" followed by "Left of R" and "Don't you mean right?". At this point Maggy realised that in the rush to mark the diagrams in the morning she had inadvertently marked up both diagrams the same. It wasn't a problem though, as it was the same path as the run up and the wheel marks were clear to see and we actually managed a 5 second improvement over the run up.

A short hop over the B1224 and we arrived at the final test which was a reverse run through what had been test 1 and 10 but, with a modified route. The test started with a big fast loop passing to the right of 4 cones before crossing over to return past the right side of 3 more before a wide 180 to return past the same four cones on the right. Unfortunately, I misjudged the 180 and ran over the first cone of the series of four. It jammed under the car, refusing to be spat out until virtually at the test finish causing quite a distraction to us and a degree of amusement to the marshals. Needless to say our test time was not brilliant and was not helped by the 10 second penalty either. However, on the upside we didn't have to pay for the cone and it had seemed to stop an annoying exhaust rattle which had started before test 19.

We drove out past the final control where Maggy was inundated with bags containing our "picnic teas" and other assorted goodies to such an extent that I had to take them from her when we arrived at the trailer park so that she could get her harness undone and get out of the car. The grub was excellent with some really tasty sandwiches and some wonderful cakes which were enjoyed later on. The car was duly loaded in a socially distanced manner and we managed to get out and on the road before the rain started for the two-and-a-half-hour haul home.

York MC are to be congratulated on grasping the nettle and organising this event under the trying circumstances which prevail at this time. An excellent performance by all involved in the organisation, set up and, of course, running and marshalling on the day. The event ran very smoothly and well to time. The tests were a good combination between the two main venues with the tighter tests of Rufforth complimented by the more open and flowing tests of Acaster so everyone should have found something that suited. Hopefully the event will be run again next year.

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>5x Hankook Tarmac Rally Tyres and Ford Focus ST170 Wheels</p> <p>I have a set of five Ford Focus ST170 17-inch alloy wheels, fitted with Hankook Ventus Z209 dry weather tarmac rally tyres. With rallying about to make a return, they may be useful to someone. I think they’re all soft compound, but I can dig them out and check. They’re 200 width, while the wheels are 4x108, ET49. Tyres have a decent bit of life left in them. I’d like £300 for the five, including the wheels.</p> <p>Email Jon_Scoltock@hotmail.com for more details.</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.

Motorsport UK Scrutineers' Bulletin – October 2020

There were a couple of interesting notes in October's scrutineering bulletin that are worth thinking about...

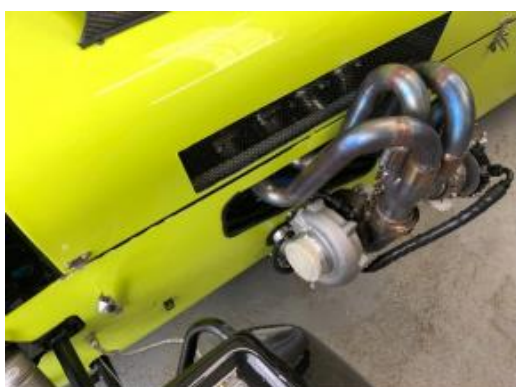
Lithium-Ion Batteries

We often get enquiries from competitors as to why regulations are strict for Lithium-Ion batteries, with the requirement for them to be from a Motorsport UK registered manufacturer. The example here demonstrates the potential danger of Lithium-Ion batteries. In this case it was a battery from a registered manufacturer and that met the required standards, but we are unaware what caused the failure. This Lithium-Ion battery suffered thermal runaway on a car at a recent event at Prescott. Having got the battery out of the car, it was hosed down on the grass where it continued to overheat for about an hour before being dropped into a bucket of water. We are concerned to see the number of people standing around the incident, seemingly oblivious to the toxic gasses they are being exposed to. After about 10 minutes they were made to move away by a marshal. If you find yourself in this situation, anyone not directly handling the issue should be kept at a safe distance.



Exposed Major Components – (J)5.2.1

There is no definitive regulation or definition for what is considered a major component in the context of (J)5.2.1. However, you need to consider the purpose of the regulation. This is to protect the occupants, other competitors, trackside officials etc. from injury as a result of exposure to dangerous moving parts of the engine and suspension, and from debris in the event of an impact or component failure. There is generally no issue with the intake and exhaust protruding, as is common practice in vehicles such as Caterhams. However, we would expect a component such as the turbocharger, as shown in the photographs below, to be covered as this could cause a hazard if exposed whilst running.



Web Directory

You can find details of how to follow all of the region's clubs in the table below:

Club	Website	Facebook	Instagram	Twitter
Anglia Motorsport Club	www.amsc.org.uk	www.facebook.com/AngliaMotorSportClub	www.instagram.com/angliamotorsportclub	
Association of Easter Motor Clubs	www.aemc.org.uk	www.facebook.com/TheAEMC		www.twitter.com/TheAEMC
Cambridge Car Club	www.cambridgecarclub.co.uk	www.facebook.com/cambridgecarclub	www.instagram.com/cambridgecarclub	
Chelmsford Motor Club	www.chelmsfordmc.co.uk	www.facebook.com/ChelmsfordMotorClub	www.instagram.com/chelmsfordmc	www.twitter.com/ChelmsfordMC
Eastern Counties Motor Club	www.ecmc.co.uk/site	www.facebook.com/easterncountiesmc		
Falcon Motor Club	www.falconmotorclub.com	www.facebook.com/groups/FalconMotorClub		
Green Belt Motor Club	www.greenbeltmc.org.uk	www.facebook.com/greenbeltmc		
Harrow Car Club	www.harrowcarclub.net	www.facebook.com/groups/125556377629682		www.twitter.com/harrowcarclub
Herts County Auto and Aero Club	www.hertscountyaac.co.uk			
Kings Lynn and District Motor Club	www.kingslynndmc.co.uk	www.facebook.com/kingslynndmc		
Middlesex County Automobile Club	www.mcac.co.uk	www.facebook.com/groups/11164412206		www.twitter.com/m_c_a_c
Motorsport UK	www.motorsportuk.org	www.facebook.com/OurMotorsportUK	www.instagram.com/ourmotorsportuk	www.twitter.com/ourmotorsportuk
Sporting Car Club of Norfolk	www.scon.co.uk	www.facebook.com/groups/8540333831	www.instagram.com/sportingcarclubofnorfolk	www.twitter.com/sconorfolk
West Suffolk Motorsport Club	www.wsmc.co.uk	www.facebook.com/westsuffolkmotorclub	www.instagram.com/westsuffolkmotorclub	www.twitter.com/WestSuffolkMC
Wickford Auto Club	www.wickfordautoclub.co.uk			